





HISTORY

OF THE

UNITED STATES NAVAL ACADEMY,

WITH BIOGRAPHICAL SKETCHES,

AND THE NAMES OF ALL THE

SUPERINTENDENTS, PROFESSORS AND GRADUATES,

TO WHICH IS ADDED A RECORD OF SOME OF THE EARLIEST VOTES BY CONGRESS, OF
THANKS, MEDALS, AND SWORDS TO NAVAL OFFICERS.

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"Flag of the seas! on ocean's wave
Thy stars shall glitter o'er the brave,

* * * * *

Each dying wanderer of the sea
Shall look at once to heaven and thee,
And smile to see thy splendors fly
In triumph o'er his closing eye!"

J. RODMAN DRAKE.



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TO THE

Hon. Gideon Welles,

BY

WHOSE WISDOM, PATRIOTISM, AND FIRMNESS,

THE UNITED STATES NAVAL ACADEMY

HAS BEEN PRESERVED TO THE COUNTRY FROM

DANGERS WHICH IMPERILLED ITS EXISTENCE,

THE AUTHOR, VERY RESPECTFULLY,

Dedicates this little Volume

OF ITS

HISTORY.

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PREFACE.

THE language of Horace, *Vixere fortes ante Agamemnona* may be applied, justly, to the Naval Academy.

While we rejoice at the skill of our naval cadets, we must not depreciate the merits of their seniors in the service. It was the science already existing in the navy which created the Academy, and the superior discipline and accurate firing of the naval cadets, besides evincing the excellence of their attainments, reflect additional glory upon the older officers. By the older officers the Academy was organized, and has been brought to its present condition of admirable efficiency in imparting a scientific education to the *élèves* of the navy.

Full access to public documents has been had, considerable assistance has been rendered, also, by naval officers and midshipmen, in the preparation of this work, and, it is believed, that the statements here made are reliable.

NEW YORK, *March*, 1862.



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HISTORY OF THE NAVAL ACADEMY.

CHAPTER I.

ALEXANDER HAMILTON'S PLAN FOR A MILITARY ACADEMY.—A NAVAL SCHOOL RECOMMENDED IN 1814.—SUCCESSIVE RECOMMENDATIONS AND DISCUSSIONS.—FAILURES.

THE management of the naval affairs of the United States was confided, first, by Congress, during the revolution, to a Naval Committee, who were appointed on the 11th of December, 1775. The administration of this branch of the public service was vested in Commissioners on the ninth day of June, 1779, and on the twenty-eighth of October, in the same year, a Board of Admiralty was established to superintend the naval and marine affairs of the United States. Two years later, also, a Secretary of Marine was appointed, who executed all the duties of the Board of Admiralty.*

After the adoption of the federal constitution, the

* Seybert's Statistical Annals, p. 637.

Department of War was organized by act of Congress, on the 7th of August, 1789, which included, also, the department of the navy, and these two departments were united during a period of about nine years. Henry Knox, Timothy Pickering and James McHenry were the first Secretaries who were charged with the management of both military and naval affairs. The "act to establish an executive department to be denominated the Department of the Navy" was passed on the 30th of April, 1798.

The first official recommendation of a naval school for the United States, was made by Alexander Hamilton, the Inspector-General, then, of the army, in his plan for a military academy which he submitted to his former companion-in-arms in the revolution, James McHenry, the Secretary of War, and to General Washington, who was in retirement at Mount Vernon. It is an interesting fact, to record, also, that the last letter upon public questions ever written by General Washington, of which we have any knowledge, was his reply to Hamilton approving of this plan. Two days after writing this letter, George Washington died.

Hamilton's plan for the military academy was submitted to Congress on the fourteenth day of January, 1800, by the Secretary of War, with the approval of the President, John Adams; the organization recom-

mended was as follows, viz.: "This academy shall consist of four schools, one to be called the Fundamental School, another the School of Engineers and Artillerists, another the School of Cavalry and Infantry, and a fourth the School of the Navy." By the act which was passed on the sixteenth day of March, 1802, fixing the military peace establishment, the academy was organized, to be located at West Point, but the only schools founded were the fundamental school, and the school of the engineers and artillerists; no provision was made for the school of the navy. From an examination of General Hamilton's plan it is evident that the idea which prevailed, at that early period, of the united administration of naval and military affairs in one department, produced, also, quite naturally, the proposed combination of a naval with a military school.

In March, 1808, General Jonathan Williams, of the Engineers, the Superintendent of the Military Academy, from its organization, recommended in a report upon the subject of an enlargement of the Academy, that nautical astronomy, geography, and navigation should be taught by the Professor of Mathematics at West Point, and that it would be well "to make the plan of the Academy upon such a scale as not only to take in the minor officers of the navy, but also any youths

from any of the states, who might wish for such an education, whether designated for the army or navy, or neither, and to let these be assessed to the value of their education.”* These recommendations were submitted to Congress by the President, Thomas Jefferson, with his approval, and on the twenty-eighth of March in that year, a bill was reported in the Senate, providing for the removal of the Military Academy to the city of Washington, for its reorganization and for instructing in the institution, midshipmen of the navy. The bill was, however, postponed, and its further consideration was not again resumed.†

By the “act to increase the navy of the United States,” which was passed on the second day of January, 1813, the employment of naval schoolmasters was authorized. This act was one of the measures of the war of 1812, and a careful attention was given, at this time, to strengthening both the army and the navy, and to the scientific education of officers. The Military Academy at West Point was reorganized upon its present basis in 1812. At this early period also, many of the cadets of the Military Academy were commissioned as midshipmen in the navy.

Probably the first official recommendation of the

* Am. State Papers, vol. XII., p. 229.

† Reports II. of Rep., 1836-7, vol. II., No. 303, p. 10.

separate organization of a United States Naval Academy, was made by the Hon. William Jones, of Pennsylvania, the Secretary of the Navy under President Madison, in a communication to the Senate, in November, 1814; he says, "I would respectfully suggest the expediency of providing by law for the establishment of a naval academy with suitable professors, for the instruction of the officers of the navy in those branches of the mathematics, and experimental philosophy, and in the science and practice of gunnery, theory of naval architecture, and art of mechanical drawing, which are necessary to the accomplishment of the naval officer."

A naval academy was again recommended by the Hon. Smith Thompson, of New York, the Secretary of the Navy under President Monroe.

The establishment of such a school was urged upon Congress a third time, with great eloquence and ability, by the Hon. Samuel L. Southard, of New Jersey, the Secretary of the Navy, in his report of December 1st, 1824, and one year later, in his "opinion as to such alterations as are necessary in the present organization of the navy," which was given in obedience to a resolution of the Senate. He says in this document, "The younger officers are taken from the poor who have not the means of a good education as well as the rich who have. They enter, from the nature of their duties, at

so early an age, that they cannot be accomplished, nor even moderately accurate scholars. They are constantly employed on shipboard, or in our navy-yards, where much advancement in learning cannot be expected. The better instructed and more intelligent an officer is, the more skilfully and precisely, and, of course, the more economically, will he perform the duties assigned to him. Ignorance is always, skill is never, prodigal. The navy is also the bearer of our honor and our fame to every foreign shore. The American naval officer is, in fact, the representative of his country in every port to which he goes, and by him is that country in a greater or less degree estimated." Mr. Southard proposed, as a location for the school, Governor's Island, in the harbor of New York, and asked an appropriation of \$10,000, that it might be put into operation without delay.

The subject occupied, during that session, much of the attention of Congress, but no bill was passed authorizing the establishment of a naval school. In the following year, the President, John Quincy Adams, recommended the proposition of Mr. Southard to Congress, and he repeated the recommendation in 1827. The measure was fully discussed, at this time, in the national legislature; it was advocated ably in the Senate by Mr. Hayne, of South Carolina, and General

Wm. H. Harrison, of Ohio; nevertheless, the bill did not become a law.

The Hon. A. P. Upshur, Secretary of the Navy, again urged the subject upon the attention of Congress in 1841, and a bill providing for the establishment of a naval school at or near Fortress Monroe, Virginia, was passed in the Senate, but was not acted upon in the House, for want of time. In his Report for 1842, Mr. Upshur says, "Through a long course of years, the midshipmen were left to educate themselves and one another. Suitable teachers are now provided for them, but their schools are kept in the midst of a thousand interruptions and impediments, which render the whole system of little or no value."*

Mr. Bayard,† in a report of a committee which was made in the Senate, three years later, described the evils of the old system, and advocated the measure with the following language: "Under the existing laws appointments of midshipmen are made by the Secretary of the Navy, and are the result, for the most part, of personal or political influence. Instances have occurred in which boys who have been thought by their acquaintances to be good for nothing else, have yet been

* There were similar recommendations by the Hon. J. K. Paulding, and other Secretaries of the Navy.

† The Hon. Richard H. Bayard, Senator from Delaware, afterward appointed Minister to Belgium.

thought good enough for a service which, in its perils and its responsibilities, requires high qualities of physical and intellectual vigor, as well as moral worth. His scientific instruction commences at sea, or in a foreign port, amidst the noise and distraction of a crowded ship, and the interruptions of the various calls of duty. Having been five years in the service, three of which must have been passed in active duty at sea, and having attained the age of twenty years, the midshipman may be examined for promotion. To prepare for this examination, he spends a few months at the naval asylum in Philadelphia, where a school has been established for that purpose. This meagre course of instruction furnishes the sum of his attainments. Such are the provisions for the training of this important branch of officers."

Failure, however, seems to have been the fate of every effort to secure the passage, directly, of an act establishing the naval school.

CHAPTER II.

THE SCHOOL IS FOUNDED BY THE HON. GEORGE BANCROFT.—HIS LETTER TO COMMANDER BUCHANAN.

It was reserved, finally, for the Hon. George Bancroft, the Secretary of the Navy, to devise in 1845, an economical and successful scheme for the organization of the desired institution. He had discovered that he was already clothed with the power of establishing such a school without a special enactment, and having made the selection of Commander Franklin Buchanan, a native of Maryland, as the first Superintendent, he addressed to him the following official communication:

“NAVY DEPARTMENT, *August 7th*, 1845.

“SIR:*

“The Secretary of War, with the assent of the President, is prepared to transfer Fort Severn to the Navy Department, for the purpose of establishing there a school for midshipmen.

“In carrying this design into effect, it is my desire to

* Senate Documents, vol. I, 1845-46.

avoid all unnecessary expense—to create no places of easy service—no commands that are not strictly necessary—to incur no charge that may demand new annual appropriations; but, by a more wise application of moneys already appropriated, and officers already authorized to provide for the better education of the young officers of the navy. It is my design not to create new officers, but, by economy of administration, to give vigor of action to those which at present are available; not to invoke new legislation, but to execute more effectually existing laws. Placed by their profession in connection with the world, visiting in their career of service every climate and every leading people, the officers of the American navy, if they gain but opportunity for scientific instruction, may make themselves as distinguished for culture as they have been for gallant conduct.

“To this end it is proposed to collect the midshipmen who from time to time are on shore, and give them occupation during their stay on land in the study of mathematics, nautical astronomy, theory of morals, international law, gunnery, use of steam, the Spanish and the French languages, and other branches essential, in the present day, to the accomplishment of a naval officer.

“The effect of such an employment of the midship-

men, cannot but be favorable to them and to the service. At present they are left, when waiting orders on shore, masters of their own motions, without steady occupation, young, and exulting in the relief from the restraint of discipline on shipboard.

“In collecting them at Annapolis for purposes of instruction, you will begin with the principle that a warrant in the navy, far from being an excuse for licentious freedom, is to be held a pledge for subordination, industry, and regularity,—for sobriety, and assiduous attention to duty. Far from consenting that the tone of the discipline and morality, should be less than at the universities or colleges of our country, the President expects such supervision and management as shall make of them an exemplary body, of which the country may be proud.

“To this end you have all the powers for discipline conferred by the laws of the United States, and the certainty that the department will recommend no one for promotion, who is proved unworthy of it from idleness or ill conduct or continuing ignorance, and who cannot bear the test of a rigid examination.

“For the purpose of instruction, the department can select from among twenty-two professors and three teachers of languages. This force, which is now almost wasted by the manner in which it is applied, may

be concentrated in such a manner as to produce the most satisfactory results. Besides, the list of chaplains is so great that they cannot all be employed at sea, and the range of selection of teachers may be enlarged by taking from their number some who would prefer giving instruction at the school to serving afloat. The object of the department being to make the simplest and most effective arrangement for a school, you will be the highest officer in the establishment, and will be intrusted with its government. It is my wish, if it be possible, to send no other naval officer to the school, except such as may be able and willing to give instruction. Among the officers junior to yourself, there are many whose acquisitions and tastes may lead them to desire such situations. For this end the department would cheerfully detach three or four of the lieutenants and passed midshipmen, who, while they would give instruction, would be ready to aid you in affairs of discipline and government. Thus the means for a good naval school are abundant, though they have not yet been collected together and applied.

“One great difficulty remains to be considered. At our colleges and at West Point, young men are trained in a series of consecutive years; the laws of the United States do not sanction a preliminary school for the navy; they only provide for the instruction of officers

who already are in the navy. The pupils of the naval school being, therefore, officers in the public service, will be liable at all times to be called from their studies, and sent on public duty. Midshipmen, too, on their return from the sea, at whatever season of the year, will be sent to the school. Under these circumstances, you will be obliged to arrange your classes in such a manner as will leave opportunity for those who arrive, to be attached to classes suited to the stage of their progress in their studies. It will be difficult to arrange a system of studies which will meet this emergency; but with the fixed resolve which you will bring to the work, and with perseverance, you will succeed.

“Having thus expressed to you some general views, I leave you, with such assistance as you may require, to prepare and lay before this department for its approbation a plan for the organization of the naval school at Fort Severn, Annapolis.

“The posts to which you and those associated with you will be called are intended to be posts of labor; but they will also be posts of the highest usefulness and consideration. To yourself, to whose diligence and care the organization of the school is intrusted, will belong in a good degree the responsibility of a wise arrangement. Do not be discouraged by the many

inconveniences and difficulties which you will certainly encounter, and rely implicitly on this department as disposed to second and sustain you, under the law, in every effort to improve the character of the younger branch of the service.

“I am respectfully, your obedient servant,

“GEORGE BANCROFT.

“Com'r FRANKLIN BUCHANAN,

United States Navy, Washington.”

CHAPTER III.

HISTORY OF MR. BANCROFT'S EFFORTS AND SUCCESS.—
THE SCHOOL IS OPENED.—ITS FIRST OFFICERS AND TEXT-
BOOKS.—THE QUARTERS AT FORT SEVERN.—A NAVAL
BALL.

It is but justice to Mr. Bancroft to mention here, that this plan for the organization of the Naval School was his own original conception; his alone, and it was, in every particular, carried out by him. Desiring, if possible, to establish the school, he studied, unaided, himself, and for this purpose, the laws relating to the navy, and finding that his plan did not conflict with existing acts of Congress, he then searched for a suitable site for the school, among the forts which were already established along our seaboard. Fort Severn appeared to be the most desirable location, and he solicited from the Hon. Wm. L. Marcy, the Secretary of war, a transfer of this fort from the War Department to the Navy Department, which request was cheerfully complied with. General Scott was also consulted, and it was his opinion that Fort Severn was no longer of

importance, as a fortified place ; the plan, therefore, of establishing there a naval school received his hearty approval.

Without any special appropriation, without any violation of the law, and making use only of such moneys as were already provided for the salaries of the professors employed in the navy, Mr. Bancroft succeeded, during the recess of Congress, in organizing the school and setting it in motion, and he presented it to Congress, at the next session, as a thing done and in full operation. The reasons which were especially assigned, at this time, for establishing the school, were,—first, to give greater concentration to the services of the excellent professors of the navy, and, secondly, to guard the morals of the young midshipmen, who were exposed, while on shore, to numerous temptations. To accomplish the latter the more effectually, it was made a rule of the department, by order of Mr. Bancroft, that midshipmen who were not at sea, must be either in attendance at the school, or at their homes, under parental care. Economy in expenditures for the school received, also, great attention, and it was for this end that the superintendency was confided, from the first, to an officer of a younger grade, a commander being selected for the position ; and the instructors appointed were known to be men of industry and good scholar-

ship. The policy thus inaugurated, from the beginning, for administering the affairs of the naval school was to endeavor to secure, for the moneys expended, the greatest possible returns.

The school was duly organized at Fort Severn, Annapolis, a situation both healthy and secluded, yet easy of access, the grounds were extensive enough; and the buildings, with some slight alterations and improvements, were made in all respects suitable. The location was admirably adapted in other respects, for the purposes of such an institution; it is at the mouth of the Severn river, a beautiful tributary to the noble Chesapeake, and commands a view of the commerce of Baltimore which passes this point, also of a roadstead much frequented in heavy weather by vessels of all classes, and the young officers were afforded here ample opportunity to acquire nautical skill, and to apply their professional attainments practically, by being from time to time "afloat."*

The institution was formally opened on Friday, the 10th of October, 1845. At eleven o'clock, A. M., the officers, professors, and midshipmen assembled in one of the recitation rooms, and were impressively and feelingly addressed by the Superintendent, Commander Buchanan, who also read and illustrated with

* Niles' Register, vol. LXIX.

proper remarks, the rules and regulations he had prescribed for the government of the school. He concluded the ceremony by reading a letter from the Secretary of the Navy, disclosing his views and purposes in regard to the conduct and organization of the school. About forty midshipmen had already reported themselves, and a writer of that day informs us that their handsome appearance and gentlemanly deportment gave a cheerful aspect to the streets of the quiet city of Annapolis, and elicited universal admiration.

In January following, there were reported connected with the school as officers of instruction and government, besides Commander Buchanan, Lieutenant James H. Ward in the department of gunnery and steam; Surgeon J. L. Lockwood in the department of chemistry; Chaplain George Jones in the English department; Prof. William Chauvenet in the department of mathematics; Prof. Henry H. Lockwood in the department of natural philosophy, and Prof. Girault in the department of French.* Passed Midshipman Samuel Marey was an assistant and instructor in the use of astronomical instruments. Lieutenant Ward and Mr. Marey also aided the Superintendent in the military duties of the establishment. There were then assembled at the school as students, thirty-six midship-

* Niles' Register, vol. LXIX., p. 351.

men of the date 1840, who were preparing for examination ; thirteen of the date 1841, who were to remain pursuing studies and attending lectures until drafted for service at sea, and seven acting midshipmen, appointments of that year. By regulation these last were to remain at the school one year ; at the expiration of it to undergo an examination, and if found to have made satisfactory proficiency, to be ordered to sea ; at the end of a probationary term there, they were to receive, as was previously the regulation, a warrant, and after three years' service they were to return, and spend another year at the school, preparatory to examination for promotion.

The text-books adopted for use in the school at this time, were, in mathematics, Davies' Arithmetic, for the junior class ; Bourdon's Algebra, Legendre's Geometry, Pierce's Trigonometry or Maury's Navigation and Bowditch's Navigator ; in natural philosophy, Peschell's Elements of Physics ; in French, Girault's French Guide, Girault's Colloquial Exercises, Picot's Narrations, Meadow's French Dictionary ; in gunnery, Ward's Treatise ; and in chemistry, Fowne's Chemistry.

It was found that the houses which were occupied formerly by the commandant and subalterns of the post, afforded ample accommodations for the Superin-

tendent, and most of the other officers of the institution. The midshipmen also were made very comfortable in wooden buildings, which had been in use already for various purposes at the post. Two large barrack-rooms served well for recitation halls, and the two rooms below of equal size, were used for the kitchen and the mess-hall. The expenditures for the school at this time, were certainly quite moderate; nevertheless they were sufficient for all its reasonable necessities.

A Naval Ball which was given by the midshipmen, on the evening of Thursday, the fifteenth day of January, was numerously attended by ladies and gentlemen from various parts of the Union.

CHAPTER IV.

THE FIRST APPROPRIATIONS FOR THE SUPPORT OF THE SCHOOL.—COMMANDER UPSHUR AS SUPERINTENDENT.—REVISED REGULATIONS.—A PRACTICE-SHIP.—COMMANDER STRIBLING AS SUPERINTENDENT.—THE FIRST CRUISE OF THE PREBLE.—THE FOUR YEARS' COURSE.—THE PROFESSORS AND OFFICERS.

PERMISSION was granted by Congress, on the tenth of August, 1846, to expend "an amount not exceeding \$28,200 under the direction of the Secretary of the Navy for repairs, improvements, and *instruction* at Fort Severn, Annapolis, Md.," and this modest provision for the wants of the school, was found sufficient at that time for its economical support. An amount similar to the above was appropriated again in 1847, for repairs, improvements, and instruction, and for the purchase of land not exceeding twelve acres, for the use of the Naval School. Commander George P. Uphur, a native of Virginia, succeeded Commander Buchanan, also, in 1847, as the Superintendent. The administration of the affairs of the school, in its infancy by the latter, is described as judicious, and the

institution gave promise of considerable usefulness to the service. In December, 1847, Secretary Mason reported that there were ninety midshipmen in attendance, prosecuting their studies under great advantages. He recommended a practice-ship for the school, and that certain flags and other naval trophies should be transferred from Washington to the institution, that their presence might assist in exciting in the minds of youthful midshipmen a laudable ambition, and the desire to distinguish themselves in the service of their country.

But there were found to be still some defects in the organization of the school. The course of study thus far, had been for a midshipman,* "two years at the school, then three at sea and two years again at the school," but it was now, after some experience, deemed expedient to adopt the plan which prevails in most institutions, of a four years' course of study without going to sea, excepting three months spent in the summer on a cruise. Accordingly, in October, 1849, a board of officers was directed to reorganize the school, conforming its organization as nearly as the two branches of the service would permit to that of the

* Report of the Secretary of the Navy, the Hon. W. A. Graham, in November, 1851. The above periods of study differ somewhat from those given by Senator Bayard, and again in Niles' Register. See pages 17 and 29 above. It is probable that both of these statements are correct, and that in a few years after its organization, the term of study at the school was enlarged.

Military Academy at West Point. The hope was entertained that the discipline, instruction and management of the school would be greatly benefited by the change.

The new system and regulations having been fully matured, it was ordered that they take effect on the first of July, 1850. The corps of professors was also enlarged, and a practice-ship, the *Preble*, a sloop of war of the third class, was attached to the Academy in order that instruction in seamanship might be given on a cruise in the summer months, a method analogous to that of the encampment of the cadets of the Military Academy at West Point. Henceforth the school is styled in the reports of the Secretary of the Navy and in the acts of Congress, the Naval Academy.

The new academic term commenced on the first of October, 1850, under Commander C. K. Stribling, as Superintendent. The pay of the Superintendent was now fixed by Congress at the same rate as that allowed to an officer of his rank when in service at sea. A Board of Examiners was also appointed to visit the Academy annually, and report upon its condition. The first cruise of the pupils was made in the summer following, under the Commandant of Midshipmen, Lieutenant Thomas T. Craven. They embarked in the *Preble*, after the examination in June, and sailed as far as our northernmost boundary, then returning, they

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touched at the principal ports of the United States, between Portland and Virginia, and reached Annapolis again in the latter part of September.

The first class of acting midshipmen, under the four years' course, entered the Academy in October, 1851. The professors and higher officers for the academic year following, were Commander C. K. Stribling, Superintendent, Lieutenant Thomas T. Craven, Commandant of Midshipmen, D. S. Green, Surgeon, H. H. Lockwood, Professor of Gunnery and Infantry Tactics, William Chauvenet, Professor of Mathematics, W. F. Hopkins, Professor of Natural and Experimental Philosophy, A. N. Girault, Professor of French, Joseph E. Nourse, Professor of Ethics, Edward Seager, Instructor in Drawing and the Art of Defence, Samuel Marcy, Master, George Jones, Chaplain. There were also four passed midshipmen, acting as assistants, and three assistant professors. There were eighty-four students, of whom nine were midshipmen, and seventy-five were acting midshipmen. The Academy was now in the full tide of successful operation. The appropriations made by Congress were, henceforth, liberal, and the various edifices which had begun to take the place of the old barracks, together with the well laid out grounds, were a conspicuous ornament to the banks of the Severn.

CHAPTER V.

THE CRUISES OF 1852-3.—COMMANDER GOLDSBOROUGH AS SUPERINTENDENT.—THE CRUISES OF 1854-5-6.—CAPTAIN GEORGE S. BLAKE, AS SUPERINTENDENT.—THE BOARD OF EXAMINERS FOR 1857.—THE CRUISE OF THE PLYMOUTH IN 1858.—THE FRIGATE CONSTITUTION.

IN the summer of 1852, the acting midshipman embarked on the 14th of June, on board the *Preble*, under command again of Lieutenant Craven, and visited the port of Orta on the island of Fayal, Funchal of Madeira, Santa Cruz, and Palma of the Canaries, and the island of St. Thomas, West Indies. The cruise of 1853 was nearly the same, they visited the island of Fayal, Corunna, on the north coast of Spain and Funchal. At Corunna they were received with the greatest politeness by the Governor-General of the province and the civil and military authorities of the town. They visited, also, the great naval arsenal at Ferrol, which is remarkable for its age, and is one of the most extensive in the world. They reached Hampton Roads on the 14th of September.

In 1853, Captain Stribling was relieved, as the Superintendent of the Academy. The Secretary of the Navy reports that he had discharged the duties of his office, during a term of three years, with diligence and marked ability. Commander Goldsborough, an accomplished officer, who had recently returned from the Mediterranean Squadron was appointed his successor. The number of midshipmen and acting midshipmen who were attached to the Academy as students was one hundred and sixteen.

In 1854, there were one hundred and sixty students at the Academy. The first class under the new organization of a four years' course, graduated in June of this year. The usual summer cruise was made with the second and fourth classes, on board the *Preble*, to the ports of Plymouth, Cherbourg, and Brest. Their visits at these ports are described as very interesting and instructive. They were politely received by the various officers and dignitaries of the stations, and every facility was extended to them for examining the dock-yards, machine-shops, and ships. At Brest they visited the school-ship *La Borda*, on which students were instructed for the naval service. Here were two frigates also, whereon some two or three hundred boys were practised daily in seamanship. In 1855, the cruise in the *Preble*, under command of Lieutenant J.

F. Green, to Eastport, the Bay of Fundy and Boston, was a stormy one.

In 1856, the Board of Examiners report that the seawall along the banks of the Severn, designed for the protection of the grounds and buildings, had been finished. A new light field battery had also been furnished the Academy. In the summer of this year, the annual cruise was made to Boston, Portland and Newport, on board the *Plymouth*, a sloop of war of the first class.

Captain George S. Blake succeeded Captain Goldsborough as the Superintendent, in 1857. There were now attached to the Academy for instruction, one hundred and seventy-six acting midshipmen; at the close of the last academic year fifteen had graduated, and eighty-nine had been since admitted. The Board of Examiners, in their report for 1857, commend the discipline and police regulations of the Academy, the performances of the students in field artillery and infantry tactics, and their exercises with the great guns in battery, and in shell and shot practice at the target. They were also pleased with the admirable acquirements of the graduating class, and the successful management of the Academy, which can no longer be regarded, they remark, as an experiment.

In 1858, there were one hundred and eighty-nine

acting midshipmen in the Academy. The annual cruise was made to Cherbourg, Cadiz, and Madeira. The weather was boisterous. In the following year, the Secretary of the Navy reports that there were most gratifying evidences of the proficiency of the pupils. The cruise was made on board the Plymouth with one hundred and seven acting midshipmen. They visited Plymouth, England, Brest, France, and Funchal, on the island of Madeira. The young gentlemen were divided into two watches, while at sea, from 8 A. M. to 8 P. M. one watch, and from 8 P. M. to 8 A. M. half a watch, in their turns, were on deck. They were divided, also, into six gun-crews; from these crews four were stationed at the guns, and the remaining two were distributed in the master's and powder divisions. Immediately after morning inspection at quarters, the watch on deck was exercised aloft, for one hour and a half, at reefing, furling and unbending sails, sending up and down yards, making and taking in sail, &c., &c.

After these exercises, from 10.30 to 11.30 and from 1 to 3.30 P. M., they were employed in knitting, splicing, strapping blocks and fitting rigging generally. The watches below, from 2 to 2.30, studied navigation, and at 4 P. M. there was a divisional or general exercise at quarters. Parties of the first class navigated the ship in turn. Nearly all the steering was by the acting mid-

shipmen. The ship's position was ascertained by observations made by the first class, and these were so accurate, that when the last course bore upon Cape Henry light upon the chart, the light was discovered exactly ahead of the vessel. Commander Craven says—"In all my experience, I have never made or known a more perfect land-fall."

During this year, the measure was adopted, of placing the fourth class, for quarters, on board the sloop of war Plymouth, and the frigate Constitution was afterwards anchored in the harbor of Annapolis, and was substituted for the Plymouth. "The historic recollections associated with the Constitution, must, undoubtedly, exercise a salutary influence on the minds of the pupils," remarks the Secretary of the Navy. All of the fourth class were accommodated on board, with study and recitation rooms, and the officers and acting midshipmen, and the crew of the ship, with sleeping and mess apartments. The examination of the summer of 1860, was again a most gratifying exhibition of the academic acquirements of the various classes. The twenty-five graduates had laid the ground-work of professional educations which gave promise of great usefulness to the country. The exercises of the infantry and light artillery drills, of the great guns in battery, the boat-gun, and the broad and small swords were

highly creditable. Much attention had been given, also, to drawing and draughting. The discipline and police of the institution were excellent. The Board of Visitors "desire to record their high appreciation of the services of the Superintendent and his subordinates. The institution has prospered in their hands, and promises to the navy a high standard of general and professional knowledge."

CHAPTER VI.

THE CRUISE OF 1860.—COMMANDER CRAVEN'S REPORT.

THE cruise of the summer of 1860 is the last which the pupils of the Naval Academy have enjoyed. The terrible scourge secession was destined to visit, in the following year, the quiet shades of the Academy, and drive her rudely to wander afar from her classic halls. The following account of this cruise on board the sloop-of-war Plymouth is abridged somewhat, from Commander T. T. Craven's report to the Secretary of the Navy: "On the 27th of June, I put to sea, and proceeded first to the Azores, and arrived at the island of Fayal on the 17th of July. On the next day, in the evening, we sailed for Cadiz and had the mortification of being—as we had been a year previously—put in quarantine. On the next day I got under way, and being compelled by a strong "levanter" which was then blowing, to abandon our contemplated visit to Gibraltar, proceeded to Madeira, and anchored off Funchal on the 3d of August; remained there three days, and left for Santa Cruz, in the island of Teneriffe,

where we arrived early on the morning of the 10th of August. In the evening of the same day we took our departure for the Chesapeake, and on the 3d of this month (September) anchored in Hampton Roads.

“At an early period of the cruise the first class were put in charge of the deck, and performed all the duties of lieutenants in charge of the watch. They have also been carefully instructed in the use of the sextant, and have been well taught in observing time-sights by the moon and stars, and in ascertaining the longitude and latitude by Bowditch’s, Chauvenet’s, and other methods. They became familiar, so soon, with their work, that I was enabled, in a short month, to call upon any one of this class to take observations for latitude or longitude by the sun, moon, or stars, and to feel the most perfect confidence in the correctness of the work. They were all taught practical seamanship. During a pretty smart gale, one of our topsails was split, and the occasion was taken advantage of, to practise the acting midshipmen in shifting topsails. They were taught practically how to carry out a heavy anchor between two boats. When anchored off Thomas Point, an anchor weighing more than 5000 pounds, with fifteen fathoms of one and three-quarters’ inch chain cable attached to it, was carried out between our quarter boats and planted fifty fathoms from the ship;

then forty-five fathoms of the same cable were hauled out and shackled to the fifteen fathoms already out. In short, they were instructed in every branch of seamanship, from heaving the lead, steering, reefing, and furling, making and taking in sail, up to the most intricate evolution.

“Alarms of ‘man overboard’ were given. At one time, the ship was going at the rate of eight knots; the life buoy was let go, the boat lowered, the ship brought to, the buoy picked up, the boat alongside again, and away and standing on her course under all sail, in seven minutes and twenty seconds from the time of the first alarm. The first class was also practised in firing at targets, and, in some cases, the accuracy was remarkable.” There were one hundred and fifteen acting midshipmen on board the Plymouth on this cruise. The total number of acting midshipmen was two hundred and eighty-one.

CHAPTER VII.

PERILOUS TIMES—SECESSION—THE MASSACHUSETTS 8TH,
REMOVAL TO NEWPORT, R. I.—QUARTERS OF THE OFFI-
CERS AND MIDSHIPMEN.

THE Naval Academy under the superintendence of Captain George S. Blake, was reported to this period as in admirable condition. But the Academy and the public property at Annapolis attracted early, the attention of the disloyal. And it was fortunate that this charge was intrusted during these perilous times to so patriotic an officer. The Hon. Gideon Welles, the Secretary of the Navy, in his report of December 3d, 1861, says of his services at this crisis: "I have deemed it important that the accomplished Superintendent, whose fidelity to his trust was exhibited under trying circumstances, should be continued in the position he has filled so acceptably, until the school shall be again permanently established." The prompt measures adopted by Captain Blake, and the assistance of loyal acting midshipmen, rescued the

government property and the frigate Constitution from desecration and plunder.

In the latter part of April, 1861, the rebellion which had assumed so formidable a shape, extended its malign influence to the Naval Academy and imperilled its safety; it became necessary therefore, to take immediate steps for its protection. Its advantages as a base of military operations against Washington, together with the arms and ammunition of the institution, invited attack, and the disloyal were planning its seizure. The frigate Constitution was also much coveted by the rebels, and the Academy itself was spoken of as the future nursery of the Southern navy. Under these circumstances, every possible preparation for defence was made, both in the Academy and on board the frigate, and every movement of the disaffected was watched with the utmost vigilance. But the means of defence were limited. The grounds were commanded by adjacent heights, the Constitution, with the partial armament then on board her, lay aground, except at high water, and the channel through which she was to be carried out of the harbor was narrow and very difficult. She was also directly under heights from which secessionists had declared their intentions to open a fire upon her if she were moved.

On the morning of the twenty-first of April, the steamer *Maryland* arrived off the port with the Massachusetts 8th, commanded by Brigadier-General Butler, who immediately expressed his readiness to lay the steamer alongside the *Constitution*, lighten her of her guns, and tow her out. This was accomplished, though with great difficulty, by the close of that day; the ship was anchored in the roads, her guns were replaced on board, and her crew, which consisted of only thirty or forty men, being reinforced by a detachment of the regiment, she was anchored in a favorable position for covering the landing of troops and stores, which, owing to the burning of the bridges on the Philadelphia and Baltimore railroad, were directed to this point.

This sudden conversion of the Naval Academy into a military post, rendered it impossible to carry on the routine of the institution, and its transport to Fort Adams, Newport, R. I., was directed. The valuable library, philosophical apparatus, and other Academy's property, together with the officers and professors, were embarked on the fifth and sixth of May, in the steamer *Baltic*, then in the service of the government, and on the eighth the fort was occupied. The *Constitution* had already arrived with about one hundred and fifty acting midshipmen on board, and, in less

than a week, the course of instruction was resumed. A portion of the first class had been ordered to report for duty in Washington, before the arrival of the Academy from Annapolis, and the remainder of that class, together with the members of the second and third classes, were called into active service soon after reaching Newport, leaving in the Academy only the fourth class, about seventy-six in number.

The annual examination took place in the fort in June, and the class, now become the third, entered upon a course of practical instruction in gunnery, seamanship, &c., on board the ship. The usual summer cruise was dispensed with, for the reason that all the ships suitable for that service, were needed for blockading purposes. In the month of September, the *Constitution*, which had been anchored off Fort Adams, was removed into the inner harbor of Newport, and as the fort could not be occupied during the winter, in consequence of the limited and damp condition of its accommodations, which are all in the casemates, it was resolved to quarter the third class in the Atlantic House, which was rented for the purpose, and which affords accommodations for the class, also the necessary recitation rooms, as well as quarters for a considerable number of the officers and professors. The new fourth class are quartered on board the

frigate, where they receive academic instruction and are drilled at the guns, and in practical seamanship. This class contains two hundred and three members, and the total number of acting midshipmen on probation at the Naval Academy is two hundred and sixty-four.* Previous to this time the academic term had begun on the first of October, but the period during which candidates should report themselves, was extended by the Department for the year 1861 to the thirtieth of November. A guard from the *Constitution* is kept in Fort Adams; the acting midshipmen have been stationed at the guns now mounted in the work, and the whole establishment could be quartered in it, at a few hours' notice.

Thus we see, in the language of Secretary Welles, that, "although the numbers at the school are reduced by the resignation of nearly every student from the insurrectionary region, and a call of the elder classes to active professional duty, the younger classes that remain form a nucleus to re-establish and give vitality to the institution." He recommends, also, that the country educate, for a period at least, double the number of acting midshipmen now authorized by law.

* There is one student also, the son of the Prince de Joinville, the Duke of Penthièvre, who is not a regularly appointed acting midshipman, but has been permitted to join the Academy at his own charges, being subject to all the regulations and the discipline of the institution.

It is a fitting conclusion to this chapter to place on record here the testimony gathered from various sources, that, had it not been for the firm determination of the Secretary of the Navy to preserve this most valuable institution, so great were the embarrassments of the Government at the breaking out of the rebellion, that the country might have witnessed the total destruction of the Academy, or, at least, a suspension of its exercises. Most fortunately, also, Mr. Fox, the Assistant Secretary of the Navy, who was formerly an officer of high reputation, and Captain Harwood, the accomplished Chief of the Bureau of Ordnance and Hydrography, who has, *ex officio*, the personal supervision of the institution, both took a deep interest in its welfare and, under the arrangements directed by the Department, it remains in full and successful operation, at rather a diminished than an increased expense, for the current year, 1861-2.

CHAPTER VIII.

THE BUILDINGS AND GROUNDS AT ANNAPOLIS.—FORT SEVERN.—LABORATORY AND ARMORY.—QUARTERS OF THE MIDSHIPMEN.—RECITATION HALL.—MESS HALL.—LIBRARY AND LYCEUM.—TROPHIES OF NAVAL VICTORIES.

THE city of Annapolis, which, many years ago, was the seat of wealth, refinement, and an extensive trade, and has long been the official residence of the Governor of Maryland, was an admirably chosen location for the Naval Academy. Since its organization, various improvements and additions having been made, an establishment of respectable proportions has been created, and the buildings which were occupied by the institution, although characterized by no magnificence of architecture, have, nevertheless, an air of neatness and elegance, and are well arranged for the comfort and convenience of the professors and midshipmen.

The Academy grounds contain about forty-seven acres, they are surrounded by a brick wall, and the entrance to them is guarded by two gates of iron. Within the enclosure, close by the sea-wall stands

Fort Severn, which is a small circular redoubt, and has no outworks of any kind. It is roofed over, and contained a battery of thirty-two pounders mounted on naval carriages. This battery was used for instruction and target practice, and the acting midshipmen were exercised here in firing as if on board a man-of-war. In the lower part of the fort the field guns were run in and sheltered. Near Fort Severn are the steam and gas works of the institution. They are small and are economically constructed, but are of sufficient capacity to light and heat the whole establishment. Twelve thousand cubic feet of gas could be made daily.

Not far from the fort was the Laboratory and Armory, which occupied a single building, built of brick, plain and one story high. The Academy possesses a very good chemical laboratory, and a fine collection of philosophical instruments and apparatus. The lecture and recitation rooms of the Professor of Natural and Experimental Philosophy were in one wing of this building, and in the other were the armory, and the recitation rooms of the Professor of Field Artillery and Infantry Tactics. Near by are the Quarters of the acting midshipmen, or, more properly, the naval cadets. These buildings are five in number, and contain in all ninety-eight rooms, each about fifteen feet square. Two acting midshipmen were quartered in

each room, the furniture being a small iron bedstead and bureau for each, which were of the simplest and most substantial kind. The Quarters are well proportioned and convenient though plain buildings: they are of brick; the three on the left are three stories high, and the two on the right are of two stories. Some of them were built in 1850, and others at a more remote period. A brick pavement is laid in suitable places.

Facing the Quarters is the Parade Ground, which is a beautiful oblong area. The Recitation Hall, which is next in order, is a very handsome and convenient building. It is three stories high, and about fifty feet square. Near this edifice is the Mess Hall, of which the dimensions are about one hundred feet by fifty. The kitchens are in the basement and the dining saloon is on the first floor. The second story which contains two spacious rooms, is devoted to the Library and Lyceum. The library was founded by the Hon. George Bancroft, in 1845, who transferred to the Academy a few hundred volumes of miscellaneous works which had been accumulated on board our ships-of-war and at the navy yards. From the year 1851 to the present time there has been an appropriation of \$2,000 annually, for its uses, and the yearly increase has averaged 750 volumes. The number of printed works is now about 10,000, and, besides these, there are 200 maps

and charts, and a collection of manuscripts and engravings. The selection of books is very carefully made, and it is the design that the library shall be so complete a nautical collection that the naval officer may have access here to the best works on all subjects connected with his profession.

The Lyceum contained many objects of interest, which have been contributed chiefly by officers of the navy, and among these, were the trophies of naval victories, which had been arranged with much skill by the first chaplain at the post, the Rev. George Jones.

Here were preserved:—

The flag of the French frigate, *L'Insurgente*, captured February, 1799, by the frigate *Constellation*, T. Truxton, Commander;

The flag of the French brig *Berceau*, captured November, 1800, by the frigate *Boston*, George Little, Commander;

The Royal Standard of Great Britain, captured at York, near Toronto, April 27th, 1813, by General Z. Pike, in conjunction with Commodore Isaac Chauncey; The Mace, belonging to the Speaker's Chair of the Provincial Assembly of Upper Canada, also taken on the same occasion, and the lion, carved in wood, which stood in front of the Speaker's Chair;—General Pike was killed at the capture of Toronto:

The flag of the Java, captured December 29th, 1812, by the frigate Constitution, W. Bainbridge, Commander;

The flag of the Boxer, captured September 5th, 1813, by the brig Enterprise, W. Burrows, Commander. Burrows was killed in this engagement ;

The flag of the Levant, also of the Cyane, captured February 20th, 1815, by the frigate Constitution, C. Stewart, Commander ;

The flags of the Chippewa, Lady Prevost, Queen Charlotte, Hunter, Detroit, and Little Belt, captured September 10th, 1813, on Lake Erie, by the United States Squadron, O. H. Perry, Commander ;

The flags of the Beresford, Linnet, Chubs, Confidence, captured September 11th, 1814, on Lake Champlain, by the United States Squadron, T. M. McDonough, Commander ;

The flag of the Reindeer, captured July 28th, 1814, by the sloop Wasp, J. Blakely, Commander ;

The flag of the Peacock, captured February 24th, 1813, by the sloop Hornet, Lawrence, Commander ;

The flag of the Avon, captured September 1st, 1814, by the sloop Wasp, J. Blakely, Commander ;

The flag of the Frolic, captured November, 1812, by the sloop Wasp, Jacob Jones, Commander ;

The flag of the Epervier, captured April 9th, 1814, by the Peacock, L. Warrington, Commander ;

The flag of the High Flyer ;

The flag of the Macedonian, captured on the 25th of October, 1812 ;

The flag of the Alert, captured August 13th, 1812, by the frigate Essex, D. Porter, Commander ;

The flags of the Dominica, Duke of Gloucester, St. Lawrence, and Londeville, captured by privateers ;

The flag of the Guerriere, captured August 10th, 1812, by the Constitution, Isaac Hull, Commander ;

Perry's flag, worn at his mast-head, during his engagement on Lake Erie, September 10th, 1813, and carried under his arm when he removed in an open boat from the Lawrence to the Niagara ;—it is black, the death color, with Lawrence's last words, "Don't give up the ship," inscribed on it, in white letters ;

The flag of the Algerine frigate Mesoura, captured June 20th, 1813, by the United States Squadron, S. Decatur, Commander ;

The flag of an Algerine brig captured on the same day as the above ;

Two Mexican flags captured at Mazatlan, November 7th, 1847, by a part of the Pacific Squadron under Commodore Shubrick ;

A Mexican flag captured at Monterey, California, July 7th, 1846, by the United States naval forces

under Commodore J. D. Sloat ;—this was the first flag taken in California ;

An American flag used at St. José, California, exhibiting the holes made by Mexican bullets ;—Passed Midshipman McLanahan was killed while holding the staff ; a small party of Americans in a rude fort, were besieged for twenty-one days by five hundred Mexicans, until they were at last relieved by the United States Squadron ;

A drum taken at Tabasco ;

Three horsemen's lances taken at Figueras, on the western coast of America ;

One lance taken in a fight back of Mazatlan.

There was also a part of the national flag of San Juan de Ulloa, and there were models of the principal ships of the United States Navy.* When the Academy was transferred to Newport, these trophies and other articles belonging to the Lyceum, were placed carefully on board the Constitution, and are now in Fort Adams.

* Niles' Register, vol. LXXV, p. 370. The Rev. Mr. Jones, to whose zeal the Academy was mainly indebted for the transfer of these trophies from the city of Washington to its Lyceum, is a graduate of Yale College, and is said to be a highly accomplished scholar.

CHAPTER IX.

THE CHAPEL.—THE OBSERVATORY.—MIDSHIPMEN'S MONUMENT.—HOSPITAL.—BOAT HOUSE.—QUARTERS OF THE OFFICERS AND PROFESSORS.—NAVAL MONUMENT.—MONUMENT TO LIEUT. HERNDON.—OLD IRON SIDES.

THE Chapel, which stands near the Mess Hall, is a neat, modest edifice of brick, painted brown, having pillars in front, and will seat comfortably about three hundred persons. Next to the Chapel is the Astronomical Observatory, which is a small building, built in the form of a cross. In the right wing, the recitations were held, and in the left, was an excellent meridian circle from Repsold, at Hamburg. Under a revolving roof was mounted a fine equatorial telescope, which was manufactured by Clark of Boston. It has an achromatic lens of seven and three quarters' inches clear aperture, and the focal length is nine and a half feet. The whole length of the telescope is twenty feet. Here also were levels, theodolites, sextants, charts, coast survey reports, etc. The collection comprises, indeed, all of the instruments which are of

chiefest importance to the astronomer, the surveyor, and the navigator. These instruments are now deposited in the Observatory at Washington.

Between the Chapel and the Observatory, is a small but beautifully designed monument of white marble, which was erected by the acting midshipmen, in memory of Passed Midshipmen Henry A. Clemson, and John R. Hynson and Midshipman Wingate Pillsbury, who were drowned near Vera Cruz in 1806, and of Midshipman T. B. Shubrick, who was killed on the twenty-fifth of March, 1847, while gallantly performing his duty at the naval battery on shore before Vera Cruz, during its bombardment. In the south-west angle of the ground is the Hospital, a neat building about fifty feet square, and two stories high, with a deep veranda to each story which entirely surrounds the building. The Boat House, a handsome brick building, having an extension of wood to hoist up the boats, contained about twelve cutters and other boats,—a flotilla for practice in fleet sailing, provided for the use of the acting midshipmen. On the opposite side of the Parade Ground are the buildings which were occupied as the quarters of the Superintendent, the professors, and the officers of the Academy. They are twenty-one in number, are built of brick, and are arranged in blocks around the boundaries of the



MIDSHIPMEN'S MONUMENT.

Naval Academy Annapolis Md

grounds for the most part, and present a very beautiful appearance. These, with a few workshops, comprise all the buildings of the Naval Academy.

Besides the marble monument already mentioned, there are two others within the grounds. Directly in front of the professors' quarters is a beautiful naval monument, which was erected originally in 1806, in the Navy Yard at Washington, by the officers of Commodore Preble's command in the Mediterranean Squadron, in honor of those who fell in the naval engagements before Tripoli, in 1804. They were Captain Richard Somers, Lieutenants James Decatur, James R. Caldwell, Henry Wadsworth, Joseph Israel, and Midshipman John S. Dorsey.* Commodore Preble says that Decatur "died nobly," and of the others he uses language like the following: "They were officers of conspicuous bravery, talents, and merit." The monument is of white marble, was executed in Italy, and is very elaborate. It is composed of a cubical base which supports a highly ornate shaft, upon whose summit stands the American eagle, guarding the escutcheon of liberty and preparing, seemingly, to wing his flight heavenwards. The whole structure is about forty feet high. Around the base are four em-

* Preble's Official Report, American State Papers, vol. XIV., p. 133, and Goldsborough's Naval Chronicle, vol. I., p. 240.

blematical marble figures, Mercury, Fame, History, and America. One of the panels displays a representation in relief, of the city of Tripoli, and upon another are inscribed the names of the officers to whose memory the monument was erected.

At the burning of the city of Washington by the British, under General Ross, in 1814, this beautiful memorial of the brave deeds of American naval officers, was barbarously dilapidated, but has since been restored. The troops under General Ross destroyed also the public buildings and the national archives at Washington, a mode of warfare which is wholly discountenanced now by Great Britain, we must believe, as unbefitting a professedly civilized and Christian nation. The monument to Somers, Decatur, and other officers, was removed from the Navy Yard to the west front of the Capitol, and very recently to the Naval Academy. It is to be hoped that it will be shielded carefully from injury, and may long remain one of the chief ornaments of the academic grounds.

Another monument, a simple obelisk of Quincy granite, stands near the centre of the area. It was erected by the officers of the navy in memory of Lieutenant Herndon, who perished while commanding the California Mail Steamer, the *Central America*, which foundered at sea on the twelfth of September,

1357. He had been distinguished previously for his successful enterprise in an exploration of the valley of the Amazon, made in 1851 and 1852, under the direction of the Navy Department, by William Lewis Herndon and Lardner Gibbon, Lieutenants of the United States Navy.

The school-ship of the Academy, first the Plymouth and afterwards the Constitution, was securely moored near the fort.

The "Old Iron Sides" which "neither the elements have destroyed, nor have enemies been able to catch or capture, is the only keel remaining of the renowned squadron, so well known to Americans for their achievements in the war against Tripoli, and in the second war with Britain. It was the Constitution which bore the broad pennant of Preble in all the victories of the squadron in the Mediterranean. On the Atlantic, commanded by Hull, she astonished British officers by escaping from their squadron. Commanded by the same officer, she sent the boasting Guerriere to the bottom; commanded by Bainbridge, she compelled the Java to submit to the same fate, and commanded by Stewart, in one action, added the Cyane and Levant to the American Navy."*

This war-worn glorious old hulk was attached to the

* Waldo's Naval Heroes, p. 241.

Academy two years ago, and the plan, of having permanently a school-ship which was then first adopted, has been found to be an admirable one. When stationed at Annapolis, she was connected with the shore by a light bridge, which was supported upon piles, and upon this bridge pipes were also laid for the gas and steam which lighted and warmed the ship in the most perfect and economical manner. It was doubted, at first, whether steam could be carried so far in pipes which were so much exposed, but the success of the experiment was complete. The ship was rigged very beautifully, and the "new appointees" are quartered, during their first year, on board of her, where they receive instruction in practical seamanship in a much better, and more thorough manner than it could possibly be given on shore. The gun-deck is fitted up as a study room,—the berth-deck is used for messing and sleeping.

A set of spars was recently erected on the grounds of the Academy, which were fully rigged and fitted with sails, in order that the students might be exercised without the necessity of embarking, and might by this means, become familiar with the modes of rigging the spars, unbending, furling and reefing the sails, and of fitting and managing the running rigging.

CHAPTER X.

THE ACADEMIC STAFF.—EXAMINATIONS.—MIDSHIPMEN ON FURLOUGH.—MERIT ROLL.—CONDUCT ROLL.—PUNISHMENTS.

THE Superintendent of the Naval Academy has the immediate government and command of the institution. He must be of a rank not lower than that of commander. The officer at the Academy who is next in authority to the Superintendent, is the Commandant of Midshipmen, whose rank must not be below that of lieutenant. He is the executive officer, and the instructor in practical seamanship, practical naval gunnery, and naval tactics. He may grant permission to midshipmen to leave the grounds for recreation, he inspects, once each day, the halls, quarters and grounds of the Academy, he gives orders when to appear in full uniform, he receives the reports of improper conduct at recitations, he has charge of the requisition-books of the midshipmen, and he attends to all other duties which the immediate supervision of the midshipmen devolves upon him. He has three officers to assist him in the discharge of these duties.

There are eight professorships at the Academy and the heads of these departments of instruction, viz. : the Professor of Mathematics, the Professor of Astronomy, Navigation and Surveying, the Professor of Natural and Experimental Philosophy, the Professor of Field Artillery and Infantry Tactics, the Professor of Ethics and English Studies, the Professor of the French Language, the Professor of the Spanish Language, the Professor of Drawing and Draughting, with the Superintendent and Commandant, constitute the Academic Board, who decide upon the examinations of candidates and of acting midshipmen, upon the order of instruction, upon the text-books and upon other subjects of like character. There are several officers and instructors who are not members of the board. The annual examination of all the classes in the Academy is held by the board from and after the first day of June. There is a semi-annual examination on the 1st day of February. There are present at the June examination, by invitation from the Secretary of the Navy, seven citizens as a Board of Visitors, who witness the manner in which the officers and pupils discharge their respective duties, and report to the Secretary upon the police, discipline and general management of the institution. At the close of the June examination, those members of the second class who have not received more than one hundred and

fifty demerits for the year are furloughed until the 30th of the following September, and the remaining students are embarked immediately on board the practice-ship, to perform such cruise as the Secretary of the Navy may direct.

The Commandant of Midshipmen has command of the vessel, and he is assisted by other officers and professors. Every acting midshipman who succeeds in passing the June examination receives a certificate which entitles him to his warrant as a midshipman from that date, and he is promoted according to his order of merit at graduating. No acting midshipman who has been dismissed or dropped in consequence of deficiency at an examination can be restored to the Academy except on the recommendation of the Academic Board.

Much of the professional instruction at the Academy is given from manuscripts. Lieutenant Marey, who was the first assistant appointed, and Lieutenant Parker have left such manuscripts. Lieutenant Simpson is the author of a treatise on Ordnance and Naval Gunnery and the translator of a French work, *Théorie du Pointage*. Lieutenant Jeffers is the author of a work on Naval Gunnery. Professor Coffin has his own manuscripts. Professor Girault is the author of some excellent works which are used in his department.

The general merit of an acting midshipman expresses

the values received at his recitations diminished in a certain ratio for his demerits. The scale of daily merit is from 0 to 4. These merits are, of course, reported regularly by the professors and instructors. The demerits are comprised in several classes; first class, ten demerits—repeated neglect of orders, overstaying leave, absent from room at night after “taps,” etc.; second class, eight demerits, light in room after “taps,” etc.; third class, six demerits, absence from parade, roll-call, etc., improper noise in the buildings, absence from room in study hours, etc.; fourth class, four demerits, slovenly dress, etc.; fifth class, two demerits, late at prayers, etc.; other minor offences one demerit.

A student who shall have standing against him more than two hundred demerits, during the academic year, is declared deficient in conduct, and is dropped from the navy. Any student who shall be intoxicated, or shall have in his possession, within the limits of the Academy, intoxicating drinks, may be dismissed from the institution. Any one who shall go beyond the academic limits, without permission, who shall send, accept, or bear a challenge, who shall play at cards, or games of chance, in the Academy, who shall offer violence to, or insult a person on public duty, who shall publish any thing relating to the Academy, or who shall be guilty of conduct unbecoming a gentle-

man, may be dismissed the service. Any one who shall be found to be married, or who shall marry while attached to the Academy, shall be considered as having authorized his name to be dropped from the navy list. Various other offences are minutely specified in the regulations of the Academy.

Besides the demerits, there are the following punishments : first, confinement to limits, private reprimands, confinement to room, reprimand read on parade, etc. ; second, confinement in guard-room ; third, dismissal, with the privilege of resigning, and, lastly, public dismissal.

CHAPTER XI.

DAILY DIVISION OF TIME.—SECTION-FORMATIONS.—CAPTAINS OF CREWS.—THE MESS-TABLE.—TATTOO AND TAPS.—BALMY SLEEP.

THE following are the divisions of time and the order of daily duties for the naval cadets. The Morning Gun-fire and Reveille with the beating of the drum is at 6 o'clock and 15 minutes A. M., or at 6.30, according to the season. Then there is the police of quarters and inspection of rooms. The roll-call is at 6.45 or at 7.15, according to the season. From December 1 to March 1 the later hour here mentioned is the one observed. Chapel Service follows, and afterwards, breakfast at 7 or at 7.30. The Sick-call is 30 minutes after breakfast. Then the acting midshipmen enjoy recreation until 8 o'clock, when the study and recitation hours begin. Most of these calls are made with the drum; some, however, are sounded with the bugle.

Section-formations* take place in the front hall of the third floor, under the immediate supervision of the

* "Routine and Orders" at Newport.

Officer of the Day, who, as well as the Section-leaders, is held responsible for the preservation of silence and order. When the signal is given by the bugle, the sections are marched, by the centre stairs, to their respective recitation-rooms. The sections march in close order, in perfect silence, and with strict observance of military decorum. Whenever a section leaves its recitation room, it is marched, by its Leader, up the western staircase, to the third floor, and is there dismissed.

This method of forming and dismissing the sections is now followed in the present quarters of the Academy at Newport. Study alternates or intervenes with recitations until 1 o'clock, when the signal for dinner is sounded. The young gentlemen are again formed in order by the Captains of crews, and are marched into the Mess Hall. The organization of the acting midshipmen is into ten guns' crews, for practical instruction in seamanship and gunnery, and for purposes of discipline.

The Captains of crews, when at the Mess-table, are to consider themselves upon duty;* and must repress promptly all disorderly conduct, unbecoming language, and unnecessary noise.

They must enforce perfect silence among their ser-

* "Routine and Orders" at Newport.

eral guns' crews until the order—"Seats!"—shall have been given. Silence must also be enforced after the order—"Rise!"—until the crews reach the main hall.

At all times, in mustering their crews, the Captains must call the names in the lowest tone which will secure attention.

The Captains of crews are required to report any irregularity in uniform or untidiness, which they may perceive at any formation, as well as any infraction of regulations, disregard of orders, or other impropriety.*

The Professor of Field Artillery and Infantry Tactics is the inspector of the mess-hall, and presides at the mess-table. He has charge of the police and order of the mess-hall, in which duty he is assisted by the Officer of the day, and the Captains of crews.

Each student has a seat assigned him at table, which he must not change without the sanction of the inspector of the mess-hall.

The hours for meals are regulated by the Superintendent.

No student must appear at meals negligently dressed.

Thirty minutes are allowed for breakfast, and the same time for supper. Forty minutes are allowed for dinner. At the expiration of these times allowed for meals, the students retire, the mess-hall doors are

* "Routine and orders" and "Regulations."

closed, and then no extra meals are served therein except by order of the Superintendent.

Loud talking is not permitted at table, in the mess-hall, or in its vicinity. Breaches of good breeding and decorum are noticed and reported, if necessary, by the inspector.

Wasting provisions, or taking any article of furniture or provisions from the mess-hall, is positively forbidden.

When there is cause of dissatisfaction, whether in relation to the quantity or quality of provisions, cooking, inattention of steward, or of servants, it must be reported first to the inspector of the mess-hall, and then, if necessary, by him to the Superintendent.

No student is permitted to have a guest at mess-table.

No meals are furnished to students at their rooms except in case of sickness, and then only by direction of the surgeon, and in strict accordance with the diet list which he furnishes.

A board of three officers attached to the Academy is appointed quarterly by the Superintendent, whose duty it is to propose, subject to his approval, the rate of charge, per day, for subsistence, and the articles of which it shall be composed for each day of the week.

Dinner having been well discussed, the young gentlemen may enjoy recreation again until two P. M., when the afternoon study and recitation hours begin and continue until four o'clock. There are then instruction in the art of defence, infantry or artillery drill, and recreation until parade and roll-call at sunset. Supper follows immediately afterwards, then recreation and call to evening studies at 6.25 or 6.55 according to the season. Study hours continue until Tattoo at 9 1-2 P. M., which is a signal for extinguishing lights and the inspection of rooms.

After "taps" at ten o'clock, no lights are allowed in any part of the students' quarters, except by authority of the Superintendent. "Kind nature's sweet restorer, balmy sleep" visits now the tyro midshipman, and soothes his weary couch until morning Gun-fire and Reveille arouse him again for the same appointed round of duty. So wear away his youthful days in timely preparation for the brave deeds of manhood, in the service of his country, to win an undying reputation at the cannon's mouth,—“to pluck bright honor from the pale-faced moon,” or “dive into the bottom of the deep and drag up drowned honor by the locks.” Let us believe that glory is no mere bubble, and that the golden age of our Somers' and Lawrence's, and Perrys and Decatur's has not yet departed.

CHAPTER XII.

ROUTINE ON THE CONSTITUTION.—STOWING HAMMOCKS AND WASHING.—ROLL CALL, INSPECTION, BREAKFAST, STUDY.—PARADE.—TATTOO.—ETIQUETTE.

THE routine of duties of the fourth class on board the frigate Constitution, is very much like that of the other classes. The following are extracts from the routine book :

STOWING HAMMOCKS, AND WASHING.

(Quarter-Masters, and Captains of Forecastle, will superintend stowage.)

At Reveille, the midshipmen will immediately turn out, arrange their bedding, and taking their lashings from the head clews of their hammocks, where it was neatly coiled the night before, will lash up their hammocks, taking seven taut turns at equal distances, and tucking in their clews neatly. They will then place their hammocks under their right arms, and 1st captains will give the order, "Stand by your hammocks, No. — forward, march ;" at which order they will proceed in line, by their allotted ladders, to their al-

lotted places in their respective nettings; when there, they will in order deliver their hammocks to those appointed to receive them:—each 1st captain delivering his hammock and falling back, will face the line of his gun's crew, and see that proper order is maintained; each midshipman, after delivering his hammock, will fall back, facing outboard, forming line from 1st captain aft; when all are stowed, the 1st captains, each at the head of his crew, will face them in the direction of their ladder, and march them to the wash-room, odd-numbered crews on starboard, even numbers on port side of the wash-room. Towels will be marked and kept in their places, over each respective basin. No one will leave the wash-room until marched out; three guns' crews will wash at the same time, and each week the numbers will be changed, commencing with Nos. 1, 2, and 3 guns' crews. When ready, the 1st captains will march their crews to their places on the berth-deck, where they will dismiss them.

Guns' crews Nos. 1 and 2 stow hammocks in forward netting, No. 2 on port, and No. 1 on starboard side; Nos. 3, 5, and 7, in starboard, and Nos. 4, 6, and 8, in port quarter-deck nettings, lowest numbers of each crew stowing forward.

Nos. 1 and 2 guns' crews leave berth-deck by fore-

hatch ladders, Nos. 3 and 4 by main-hatch ladders, Nos. 5 and 6 by after-hatch ladders, and Nos. 7 and 8 by steerage ladders, each on their respective sides, and each march to their allotted places on spar-deck.

Twelve minutes from the close of Reveille (which will be shown by three taps on the drum) are allowed for lashing hammocks, and to leave the berth-deck.

MORNING ROLL-CALL, INSPECTION, AND BREAKFAST.

The guns' crews will form in two ranks, at their respective places on gun-deck: Nos. 1, 3, 5 and 7 on port side, and Nos. 2, 4, 6 and 8 on starboard side; 1st and 2d captains on the right of their crews, officer in charge, and adjutant forward of main-mast. Officer of the day and superintendents forward of main-hatch, fronting officer in charge; when formed, they will be faced to the front, and dressed by 1st captains by the orders, "Front; right dress;" (captains are specially enjoined to give no other orders). The adjutant then gives the order, "Muster your crews;" when each 1st captain, taking one step to the front, faces the line of his crew, 2d captain stepping forward into his interval; 1st captain then calls the roll from memory, noting absentees; when finished, faces toward his place, 2d captain takes backward step to his former position, and 1st captain faces about to his place

in the front rank; the adjutant then gives the order, "First captains front and centre;" 1st captains take one full step to the front, and face the adjutant's position, 2d captains filling intervals as before; the adjutant then gives the order, "March," at which, captains march in direction of the adjutant, forming in line abreast of him; the adjutant then gives the order, "Front; report;" the captains report all present; thus: "All present, No. 1;" or if any are absent, thus: "—— absent, No. 1;" 1st captain of No. 1 will commence in a short, sharp, and intelligible tone, making the salute when he has finished, which will be the signal for 1st captain of No. 2 to report, and so on to the last; the adjutant then gives the order, "Posts; march;" the 1st captains facing, at the order, "*posts*," in the direction of their crews, advance at the word "*march*" to their places in the ranks; the adjutant then reports to the officer in charge, and receives his instructions; if there be any orders, he publishes them; he then gives the order, "Two files from the right, two paces to the front; march;" when the two files from the right of each rank step two paces to the front, and the adjutant gives the order, "Battalion right dress;" the battalion dresses on the two files, and the adjutant gives the order, "Battalion to the rear, open order; march;" when the rear rank will

take two steps to the rear, halt, and be dressed by the 2d captain.

The officer in charge, with the adjutant, will proceed to inspect the battalion, the adjutant making memoranda of any thing not in order; when finished, they will return to place; the adjutant will then give the order, "Rear rank, close order; march;" when the rear rank will take two steps forward; the adjutant then gives the order, "Officer of the day and superintendents, relieve;" at which the officer of the day and superintendents of the day previous will face about, and pass the orders to their reliefs, the officer of the day delivering his side-arms; they will then take position in their respective crews.

At all formations, the officer of the day and superintendents will form in rear of the officer in charge and adjutant.

When the officer of the day and superintendents of the day previous have taken their places in their crews, the adjutant gives the order, "March to breakfast;" the 1st captains will direct their crews by their respective ladders, to their respective mess-tables: Nos. 1, 3, 5 and 7 on starboard, and Nos. 2, 4, 6 and 8 on port side of the berth-deck; on arriving at the mess-tables, each 1st captain will take position in rear of his camp-stool, at the after end of the table, 2d

captain taking the forward end, and the crew taking position corresponding to their places in the ranks; all will remain standing in rear of their respective camp-stools, until the officer in charge gives the order, "Seats;" at which word the midshipmen will place their caps under their camp-stools, and quietly take their seats. As the midshipmen at each table shall have finished the meal, the 1st captain will rise and look at the adjutant, who will acknowledge the report by raising his right hand; the 1st captain will then resume his seat; when all shall have reported, the adjutant will make it known to the officer in charge, who, rising from his seat, will tap on the table, and give the order, "Rise;" at which order, each midshipman will rise, put on his cap, step to the rear of his camp-stool, putting it in place, and facing aft; at the order, "March," from the adjutant, 1st captains will advance, followed by their crews in their proper order, and proceed to their parade stations on the gun-deck, where they will form and dress their command, and bring them to parade rest, in order for prayers; all will take off their caps at the opening of prayers, and put them on at the order, "Attention," at the close of prayers, from the adjutant, who gives the order, "Battalion, attention; right face, break ranks, march."

The hours for recitation and study are the same on

board the frigate as in quarters,—from about eight o'clock in the morning to one o'clock, and from about two o'clock in the afternoon to four o'clock. The guns' crews are then assembled for exercise at the "great guns" for one hour, or one hour and a half, or perhaps in infantry drill, or in practical seamanship, including exercises with boats, the lead, log, etc. Evening Parade intervenes, and after supper the fourth class are called to their studies again at about seven or ten minutes before eight o'clock, according to the season. Tattoo, 9.30 p. m. Taps, 9.53 p. m. 4 bells, 10 p. m.

TATTOO.*

At the call, the midshipmen will neatly arrange their books and papers, place their chairs under their desks, and at gun-fire will form by crews, as at evening studies, when the officer in charge will inspect the study-tables, the superintendents accompanying him, and at close of the inspection, handing in their reports to, and falling in, to rear of the officer in charge.

The adjutant will then give the order "beat the retreat;" when the retreat is beaten, he will give the order "battalion, right face, break ranks, march."

The midshipmen will prepare to retire to their ham-

* Routine Book on board the Constitution.

mocks, or will amuse themselves, but at "taps" they must all turn in, and all noise must cease at four bells. Captains are charged with the execution of this order in their crews.

At four bells, the officer of the day and the master-at-arms will go around the gun-deck, study room, and berth-deck, see all study room windows, study and recitation room doors closed, and all lights out, except that forward of main-mast, on berth-deck and cabin bulkhead, and will report to the officer in charge, at his office, who will then give them permission to turn in. The officer of the day will then place his journal, written up and signed, together with the routine report, in the office of the officer in charge.

During the night, the quarter-master of the watch will every hour visit all parts of the ship, and see that there are no signs of fire, and that the lights and steam connections are secure.

ETIQUETTE.*

The midshipmen will not use the steerage ladders, the after ladder from the gun-deck, the starboard poop ladder, the starboard side of the poop, quarter-deck, or gangway abaft No. 2 recitation room; they are particularly enjoined to keep the starboard gangway clear.

* Routine Book on the Constitution.

The etiquette of the quarter-deck will be strictly observed. Officers on coming up the quarter-deck ladders will make the salute. No running, skylarking, boisterous conduct, or loud talking, will be permitted on the quarter-deck or poop. The midshipmen will never appear on the gun-deck or quarter-deck without their caps, jackets, and cravats. They will, in ascending and descending the ladders, avoid the heavy step upon them which is made by shore people; when absent in boats they will yield implicit and prompt obedience to their captains, or those placed in charge.

It is particularly forbidden to get out of, or into the ship, through the ports, or to sit on the rail of the ship.

No one is permitted to go out on the head-booms during study hours, or to go aloft, without authorized permission. No one is permitted to go or come from the berth-deck during study hours, by any other than the main-hatch ladders. The midshipmen are forbidden to sit upon the study tables.

CHAPTER XIII.

NAVAL AND MILITARY ORGANIZATION OF THE MIDSHIPMEN.—WATCHMEN.—UNIFORM.—LAWRENCE LITERARY SOCIETY.—HOPS AND BALLS.

THE first in command at the Naval Academy is, of course, the Superintendent, the second in command is the Commandant of Midshipmen, and the next in order is the Officer in Charge, who is a lieutenant, one of the academic assistants detailed temporarily to attend, especially, to the discipline of the Academy. When the battalion of acting midshipmen is formed, at parade, or on other occasions, the Adjutant, who is the highest officer of the acting midshipmen, is next in command to the Officer in Charge, and these two take their position a few paces in front of the battalion. The Officer of the Day is an acting midshipman, who assists the naval Officer in Charge in the details of the police and discipline. There are also acting midshipmen who serve as superintendents of floors, and maintain order in their respective quarters. It has been already men-

tioned that there are ten guns' crews of acting midshipmen, which are commanded by Captains, a mode of dividing the corps which is very important in exercising at the guns, and in drilling.

Men are also employed in the capacity of watchmen about the grounds of the Academy, and there is not so much reliance, in matters of discipline, upon sentinels who are selected from the students, as there is in the Military Academy at West Point. This is, undoubtedly, the weakest feature in the West Point system. The greatest evil of all, in that institution, is the frequent absence of the young gentlemen from cadets' limits, and this is sometimes, of course, accompanied with midnight revelry and intoxication, an evil which could not exist, in any degree, except through the connivance of the cadet sentinels. Nearly all college professors and other instructors will testify that it is folly to intrust discipline too much to the students. There is a romantic *esprit du corps* among the young men in these institutions, which unfits them absolutely for such duties. In regard, therefore, to the employment of watchmen, the West Point Academy can learn much from her younger sister, the Naval Academy. It is evident that the latter institution has borrowed many features from the systems of the former, but, in this particular she can repay the debt.

The regulations in regard to uniform are as follows, viz. :—

All officers attached to the Academy, or practice-ship, shall wear their undress uniforms at all times while on duty, unless the Superintendent should, on any occasion, direct the officers to appear in some other particular kind of uniform prescribed for their respective grades.

The uniform of an acting midshipman shall consist of a jacket of dark blue cloth, double-breasted, with side-pockets, rolling-collar, nine small navy-buttons on each breast, and a gold foul-anchor on each side of the collar. *Cap*, same as that prescribed for midshipman, except the gold-lace band; instead of which, a silver foul-anchor over the vizor is to be worn. *Vest, pantaloons, and other articles of under-dress*, and the regulations for hair, beard, and whiskers, the same as for midshipman. *Overcoat*, as now authorized for midshipman, with the exception of the buttons on the cuffs.

A service or fatigue dress, of the same color and form, but of coarser and stronger fabric; jumpers of blue flannel, pantaloons of blue flannel, and straw hats and white jackets, may be worn when authorized by the Superintendent.

Changes of clothing from blue to white, or the

reverse, suggested by different seasons of the year, are not to be made by students until directed by the Superintendent.

Students appointed to act as officers of crews, companies, etc., shall wear such badges as designation on the sleeves of the jacket as the Superintendent may prescribe.

No student shall be allowed to keep, or to wear within the walls of the Academy, or in the city of Annapolis, or its immediate vicinity, any article of clothing, or wearing apparel, not permitted to be worn with, or as a part of, his uniform.

In a history of the Naval Academy, some allusion, although brief, should be made to the amusements of the acting midshipmen. Among these may be mentioned, first, the exercises of a voluntary association, the Lawrence Literary Society, which was named after Captain James Lawrence, whose dying words, "Don't give up the ship," are so well known. This society was founded by the graduating class of 1858. Its meetings have been discontinued, lately, on account of the diminished numbers who have recently been in attendance at the Academy. Practice with the boats "afloat," generally furnishes, of course, much recreation for the young gentlemen, and, besides the amusements of such a character, they receive permission from

the Superintendent, during the spring and autumn, also, to entertain their friends at extemporized dancing parties which are known as "hops."

It has already been mentioned that a Naval Ball was given, with great *éclat*, during the first winter after the establishment of the school at Annapolis, and, from this as a precedent, it has become a custom at the Academy to give such a ball, each year, generally near the holidays. This is a joyous season for the naval cadets,—we shall not venture on a description of the gay scene. Banners and trophies captured in blood, on many a sea, adorn the walls, the Marine Band is there discoursing sweet music and

"There is a sound of revelry by night,
And Academia doth gather then
Her beauty and her chivalry, and bright
The lamps shine o'er fair women and brave men."

CHAPTER XIV.

SKETCHES.—CAPTAIN BUCHANAN.—COMMANDER UPSHUR.
—CAPTAIN STRIBLING.

CAPTAIN FRANKLIN BUCHANAN, the first Superintendent of the Naval Academy, has always borne the highest character as an accomplished officer. He is a native of Maryland, and he entered the service in the year 1815. When the important duty of organizing the Naval School at Annapolis was confided to him by the Hon. George Bancroft, he was yet a young man, being then about thirty years of age, and his rank was that of commander. Mr. Bancroft had, himself, been connected in early life as an instructor with institutions of learning, and he was an excellent judge of the qualifications of the professors and officers whom he selected for the academic staff at Annapolis. Commander Buchanan entered upon his duties as Superintendent, as we have seen, in August, 1845, and he continued in charge of the Naval School about two years. All parties of that day, the Secretary of the Navy, the public

journalists, and others, bear testimony to the skill, ability and success with which he discharged the difficult duties of his office. He was relieved in March, 1847, and was ordered to the sloop-of-war Germantown.

He has been since in various responsible positions, the last of which, in 1860, was that of commandant of the Navy Yard in Washington. At the time the present difficulties arose with the seceding states, Captain Buchanan, in an unguarded moment, sent in his resignation to the Navy Department, which was accepted, but it is stated that he has since deeply regretted having taken such a step. The entire period of his service in the United States Navy was about forty-six years.

Commander George P. Upshur was a native of Virginia, and a kinsman of the Hon. A. P. Upshur, who was the Secretary of the Navy during the administration of Harrison and Tyler from 1841 to 1845. Commander Upshur entered the service in 1818. He was ordered to the Naval School as its Superintendent in March, 1847, he discharged the duties of his office satisfactorily for three years, and his next orders were to join the Mediterranean Squadron. He died on board the sloop of war *Levant* at Spezzia, on the third of November, 1852.

Captain C. K. Stribling is a native of South Carolina; there are members of his family, also, resident in Fau-

quier County, Virginia, which is the home of the descendants of the late Chief Justice Marshall. Captain Stribling's original entry into the service was in the year 1812. He served as a midshipman and afterwards as a lieutenant on board the frigate *Constellation*, commanded by Captain Crane, which was in the Mediterranean for three or four years previous to 1820, when the frigate made a cruise along the eastern coast of South America. He was then on duty, for two years, on board the *United States*, and was ordered, some time in 1822, to the sloop of war *Peacock* under Commander Cassin. The *Sea Gull*, *John Adams*, *Peacock*, *Hornet*, *Spark*, *Grampus*, *Shark*, eight small schooners, five barges, and one transport, formed the squadron commanded by Commodore Porter at this time, a flotilla stationed in the West Indies, and the Gulf of Mexico, for the protection of trade and the suppression of acts of piracy which were frequent in those seas. Commander Cassin, who was then off Havana, made his report in April, 1823, to Commodore Porter, of an action which had resulted in the capture of the "noted piratical schooner *Pilot*," by Lieutenant Stribling in command of the *Gallinipper* and another small vessel, an exploit which gave Commander Cassin "great satisfaction."

Lieutenant Stribling's own account of the capture is

as follows:—“At 7 A. M. I discovered a schooner about three miles to the eastward, of a suspicious appearance, and immediately gave chase; the stranger was apparently full of men and sweeping in shore. At 8h. 15m. I fired two muskets to bring the chase to. On firing the second gun, she commenced firing with round, and grape and musketry. We returned it with our muskets, at the same time making every exertion to get along-side of her; at 8.30 the schooner gained the shore; in an instant we were on board of her, and succeeded in getting on shore. We secured one man, and found two of her crew killed,—one on board, the other on shore. We have every reason, however, to believe that several were wounded. I landed the marines with some of the seamen, but the thickness of the under-wood rendered it imprudent to pursue them. We got off the schooner,—late the Pilot, of Norfolk, without her sustaining any material injury. I am happy to state that not one of our men was injured,—this I consider the more remarkable and providential, as the pirates had every advantage in being in a large vessel, where they could load and fire with quickness and certainty.” The schooner at first hoisted Spanish colors; her complement was thirty-six men.

The arms found on board were a long twelve-pounder,

* American State Papers, Naval Affairs, Vol. I., p. 1109.

a good supply of blunderbusses, and other weapons of various kinds. It is probable that many of the pirates were severely wounded, as the captain was seen afterwards at Matanzas, and he then declared that all of the crew but three were killed. His name was Domingo, a well known character. He had some ideas of propriety left, for when the Pilot was captured, but eight days previously, he found on board a number of letters for Commodore Porter's squadron which he took care to forward, courteously, to their destination. On the 28th and 30th of September, in the former year, Captain Cassin had captured five piratical vessels. Commodore Porter was able to report, at the end of the year, that all the haunts of pirates in those seas, had been entirely broken up.

Captain Stribling was on the West India station about three years, and after a short period passed on shore, on leave of absence, he served again for three years, from 1828, in the Pacific Squadron, on board the sloop of war Vincennes. He was afterwards employed a few years in the ordnance department, and finally, from 1842 to 1845, and, perhaps, during a few later years he commanded the Cyane and the Falmouth in the Pacific Squadron. In 1849, he was on board the flag-ship Ohio, as Fleet Captain in the Pacific. He discharged the duties very acceptably, as we have ai-

ready seen from 1850 to 1853, of the Superintendent of the Naval Academy.

His most important service during the last few years has been rendered as Flag Officer of the East India Squadron, from which command he has just been ordered home, the necessities of the Government having compelled the withdrawal for home service of the East India, Mediterranean, Brazil, and African Squadrons. Upon taking leave of this station, a meeting of American merchants was held at Hong Kong on the twenty-fourth of July, 1861, at which resolutions were passed complimentary to Flag Officer Stribling and Commander Radford, expressing "high esteem for their personal character and their appreciation of the manner in which their responsible duties have been discharged." The resolutions refer also to "their enlarged and patriotic view of their duty in the present state of American affairs," and commend their loyalty and the good faith displayed by them. Captain Stribling is true to his flag and his country to the last, a brave officer and an honest man.

CHAPTER XV.

CAPTAIN GOLDSBOROUGH.—CAPTAIN BLAKE.

CAPTAIN LEWIS M. GOLDSBOROUGH is a native of the District of Columbia, and a son, we believe, of the late Hon. Charles W. Goldsborough, who was formerly Governor of Maryland, and was, also, for many years, the Secretary to the Board of Commissioners for the Navy in Washington. Captain Goldsborough first entered the service in 1812. He was on board the seventy-four gun ship Franklin, in the Mediterranean, as a midshipman, under Captain Charles Stewart, for about four years previous to 1821. He was also with Captain Warrington, a short period, on the Guerriere. From 1822 to 1824 he was on duty again, on board the Franklin, in the Pacific, protecting our extensive whale trade and commerce in those seas, and he assisted afterwards in the survey of the coast, near Pensacola and Tampa Bay, Florida. He enjoyed now a short respite on shore, and he then served for about three years, in the Mediterranean, on board the schooner Porpoise.

In 1832, he was placed in charge of the chronometers

and charts of the department at Washington. He also served, about this time, in the Portsmouth Navy Yard, and in December, 1846, he was ordered to the command of the seventy-four gun ship Ohio, which bore also Fleet Captain Stringham, and was preparing for service in the Pacific. Before sailing thither, however, they were first dispatched to the Gulf and participated in the capture of Vera Cruz, and Tuspan, and in other engagements. In 1849 he was on special duty in California and Oregon, and for four years from 1853, a longer term than that of any of his predecessors, he discharged successfully the duties of Superintendent of the Naval Academy. He was recently in service in the Brazilian Squadron, commanding the flag-ship, the frigate Congress, until the squadron was ordered home. The Congress arrived in August, 1861, and joined the blockading squadron in the Gulf.

After the brilliant achievements of the naval force dispatched against the forts at Hatteras Inlet, on the twenty-eighth of August, 1861, under command of Flag Officer Stringham, this veteran in the service asked to be relieved from the command of the Atlantic Squadron, which request was complied with by the Secretary of the Navy. The squadron was then divided, and Captain L. M. Goldsborough was placed in command of the northern division, embracing the

coasts of Virginia and North Carolina, and Captain S. F. Dupont, over the southern division, which includes South Carolina, Georgia, and Florida. Captain Goldsborough commanded the fleet at the attack on Roanoke Island which, with the assistance of the land forces under General Burnside, resulted so favorably. His broad pennant floats upon the breeze now, along those shores, a terror to rebel enemies, and a signal of union, of peace, and of prosperity to loyal citizens.

The triumph of our arms at Roanoke Island has imparted new lustre to the name of Commodore Goldsborough, and conferred additional glory upon American arms. And here we must remember that the skilful firing of the naval cadets, was also an important element of success in that engagement. Hat-teras, Port Royal, Roanoke, Forts Henry and Donelson, bear witness both to the superior skill of the older officers, and to the scientific practice at the guns of the graduates of the Naval Academy. This Academy is a product of the navy. It is the creation solely of the scientific officers of the navy, who had no similar institution to aid them in the study of navigation and the art of war. Nevertheless, many of the older officers, as well as the younger, are in this day, bright ornaments to their profession and worthy defenders of their country's honor.

Captain George S. Blake is a native of Worcester, Massachusetts. He is the son of a distinguished advocate at the bar, the late Francis Blake, Esq. He was commissioned in the navy in 1818. His first service as a midshipman was rendered from 1819, on board the seventy-four gun ship *Columbus*, for three years, under Captain William Bainbridge in the Mediterranean. In 1822, he served on board the brig *Spark*, carrying twelve guns and commanded by Captain John H. Elton, in the squadron which had been fitted out for the protection of American commerce, and the suppression of piracy in the West Indies and the Gulf of Mexico. The *Spark* succeeded, in January of that year, in recapturing from the pirates a Dutch sloop, which had been seized and converted by them into a piratical craft. A prize crew of seven men was put on board of her and she was sent into Charleston, South Carolina.

On his return from the West Indies in 1823, Midshipman Blake enjoyed a furlough for a few years, and it is probable, that the opportunity was seized to give some further attention to his studies, and complete more fully his professional education. In 1827, he was promoted to a lieutenancy, and his next station was in the West Indies. In 1830 and 1831, he was on board the *Java* in the Mediterranean. On the re-

turn of the Java from that station, her commander was directed, in furtherance of the humane policy of the government, to touch at Liberia, and aid in enforcing the laws enacted for the suppression of the slave trade. Munitions of war and other supplies were furnished to the governor of the colony, by order of the Secretary of the Navy. Five mutineers were received on board at Porto Praya, and brought home to Norfolk for trial.

Lieutenant Blake was afterwards on leave, and at the Philadelphia Navy Yard, for a few years, until 1836, when he entered upon one of the most important services of his life, which was rendered during a period of about ten years upon the national Coast Survey, under the superintendence at first, of the distinguished scholar Mr. F. R. Hassler, and, afterwards, of the no less learned and distinguished gentleman, Mr. Alexander Dallas Bache. Lieutenant Blake's labors upon this survey were begun at Narragansett Bay, Rhode Island, and afterwards in 1838, he commanded the schooner *Experiment*, in the survey of the coast near New York. In 1842, he had charge of a party on board the United States schooners *Nautilus* and *Gallatin*, who were surveying the Delaware Bay and river, in the course of which survey he dis-

covered a new and safe ship channel, which had not been laid down before on the chart.*

In 1846, he was relieved from duty, on the Coast Survey, and assumed command of the brig Perry in the Pacific. About two years afterwards, he was employed for a short period at the Navy Yard in Philadelphia, and in the Bureau of Construction. From 1850 to 1853, he served as Fleet Captain of the squadron in the Mediterranean. He was then on duty for two years again in the naval Bureau of Construction, and afterwards for about two years, he was upon special duty connected with the building of the war steamer which was under contract with Mr. R. L. Stevens. He was appointed the Superintendent of the Naval Academy in 1857. He has been now forty-three years and nine months in the service; he is yet in the vigor of manhood, and is well able, if his life be spared, to add many more honorable deeds to this already so brilliant a record.

* See Lieutenant Blake's report of this survey. Executive Documents, 1844-45, vol. II., Document 25.

CHAPTER XVI.

PROFESSOR CHAUVENET.—BRIGADIER GENERAL LOCKWOOD.—PROFESSOR COFFIN.—PROFESSOR GIRAULT.—PROFESSOR NOURSE.—PROFESSOR HOPKINS.—PROFESSOR WINLOCK.—PROFESSOR SMITH.

PROFESSOR WILLIAM CHAUVENET was the Professor of Mathematics at the organization of the Naval School in 1845. He is a native of Pennsylvania. He was commissioned a professor in the navy, on the eighth of December, 1841, and was ordered for duty, to the school for midshipmen, which was then held in the naval asylum, in Philadelphia. At the time of his entering upon his duties, there were but two professors, Mr. Meiere and himself, and twenty-nine midshipmen. The school was not at this period, a recognized institution; it was merely a collection of midshipmen under the instruction of teachers, and attached to the naval asylum. It was opened at the asylum sometime in the year 1840. Similar schools had been gathered previously at other points; there were, at one time, naval schools at New York and Norfolk, and on board many of the ships. It is evident that these schools,

which were entirely deficient in organization, and academic staff and professorships, were quite unlike the one established by the Hon. George Bancroft in 1845, at Annapolis.

The selection of Professor Chauvenet for the department of mathematics in the institution then just founded, was commended by a journalist of that day in the following language :* “ Among those who have been called to assist in opening and conducting the new school, is Professor Chauvenet, of Philadelphia, a young gentleman, whose love and acquisition of science and aptness to impart, gives assurance of the continued progress of those submitted to his care.” It is said by his friends, that Professor Chauvenet assisted much at an early period, in organizing the systems of instruction, and shaping the destinies of the school. He served in the departments of Mathematics, and of Astronomy, and Navigation until the year 1859, when he sought a furlough, and having taken up his residence in St. Louis, Missouri, he has since resigned his professorship in the Academy. He is considered an able instructor, and he is the author of one of the best treatises we have upon Trigonometry. Although he is in retirement, he is not forgotten; his memory is still cherished in the hearts of his pupils,

* Niles' Register, vol. LXIX.

whose scientific attainments, applied now in the service of their country, reflect back new honors upon their teacher.

Professor Henry H. Lockwood was the Professor of Natural Philosophy and Astronomy at the opening of the Naval School in 1845. He is a native of the state of Delaware, and was educated in the United States Military Academy at West Point, at which institution he graduated in 1836, and was commissioned a brevet second lieutenant of Artillery, on the first of July in that year. He resigned from the army in 1837, and he was appointed a professor in the navy on the fourth of November, 1841. He was ordered to the Naval School in 1845, and he still holds in the Academy the professorship of Field Artillery and Infantry Tactics. It is evident that he possesses a decided taste for the practical application of the art of war, as well as undoubted patriotism, for in 1847, he served with Commodore Jones as Adjutant of the land forces at the taking of Monterey, California, and during this unfortunate rebellion, he has drawn his sword again in the cause of his country, and having been excused temporarily from the duties of his professorship, he was commissioned by the War Department on the eighth of August last, a Brigadier-General of volunteers. He is now in command in Acco-

mac and Northampton counties, Virginia, which form a division of the department under Major-General Dix, and he has rendered efficient service, in dispersing armed rebels and restoring those counties to their allegiance. The United States Military and Naval Academies, have both good reason to be proud of such a representative.

Professor John H. C. Coffin is, by commission, the oldest professor in the navy. He has been twenty-five years in the service, of which five years and eight months have been spent at sea. In 1843 he was employed with the command of Lieutenant Powell, in the survey of Tampa Bay, Florida, and of the coast from Appalachicola to the Mississippi river. From 1845 to 1853, he was on duty at the National Observatory in Washington, and he was then ordered to the Naval Academy. He is a distinguished scholar and an able professor.

Professor Girault has administered with ability, since the first organization of the school, the department of instruction in the French language. This is, by common consent, the language *de tout le monde*, and if its acquirement is valuable to the man of letters, it is doubly so to the naval officer, who must make use of the French as a voyager to foreign lands, and as a student of the best works in all the sciences.

Professor Nourse has given a high character to the department of Ethics and English Studies, and such subjects and text-books as the Constitution of the United States; Chancellor Kent on International Law; Wayland's Moral Science, and the History of the United States, are evidence that this department is esteemed as by no means of inferior importance in forming the minds of naval officers.

The late Professor William F. Hopkins was a native of Connecticut, and graduated at the West Point Military Academy in 1825. He was commissioned in the Artillery, he was an assistant professor of Chemistry, Mineralogy and Geology in the Military Academy, and he resigned from the army in 1836. He was afterwards a professor at Georgetown, Kentucky, Clarksville, Tennessee, and in William and Mary College, Virginia. He resigned his professorship in the Naval Academy in 1859, having been appointed consul to Kingston, Jamaica, and he died there soon after going out.

Professor Winlock was in service for some years in the Observatory at Cambridge, Massachusetts, and was the compiler of the Nautical Almanac. Professor Smith was formerly, a distinguished member of the faculty of Wesleyan University, Connecticut.

CHAPTER XVII.

CAPTAIN CRAVEN.—OFFICERS AT PORT ROYAL.—IMPORTANCE OF NAVAL AND MILITARY SCHOOLS.—OPINION OF WASHINGTON.—WAR WITH A EUROPEAN POWER.

CAPTAIN THOMAS T. CRAVEN, was born in the District of Columbia; he was appointed from the state of New Hampshire. He is the son of Mr. Tunis Craven, who was a native of New Jersey, and served as a naval storekeeper for many years, at the Portsmouth and Brooklyn navy yards. Captain Craven's original entry into the service was in the year 1822. During a period of three or four years after 1823, he served as a midshipman on board the frigate *United States*, in the Pacific Ocean. In 1828 he was on leave of absence, and he afterwards served again until 1830, as a passed midshipman on board the *Erie* in the West Indies. He was on leave again for a short period, and he was then on duty for about three years from 1832, as the first lieutenant on board the *Boxer*, on the coasts of Brazil and India. After a short respite on his return, he was ordered in the summer of 1838 to

the Vincennes, as the lieutenant commandant, for service with the Exploring Expedition, which was commanded by Captain Charles Wilkes of the United States Navy. The Vincennes was the flag ship of the Squadron. The expedition was absent four years, during which period many islands in the Pacific, which were before unknown, were visited, portions of the western coast of America were surveyed, and discoveries were made at the far South, which was especially the field of exploration. Lieutenant Craven was left at Valparaiso, on the sixth of June, 1839, to take command of the Sea Gull, one of the vessels of the squadron, but it was afterwards ascertained that the Sea Gull had been lost near Cape Horn, about the first of May in that year. By instructions received from Captain Wilkes, Lieutenant Craven awaited the arrival of the Sea Gull at Valparaiso four months, but he did not afterwards attempt to follow the expedition, which was regarded by Captain Wilkes as "impossible with any chance of success, nor could he devote the time of any officer to so vague a prospect of service." Lieutenant Craven was instrumental at this time in saving from a watery grave the crew of a Chilian vessel, and the honorable exploit was deemed worthy of commendation by the Secretary of the Navy, who addressed to him the following letter :

"NAVY DEPARTMENT, *December 9th*, 1839.

"SIR :

"The Department has observed in the newspapers a notice of your gallant and successful efforts in rescuing a portion of the crew of the Chilian Sloop-of-war Monteguedo, which, it appears, was wrecked in the harbor of Valparaiso, during the gale of the 24th and 25th of July last. Although you have already enjoyed the highest reward of your exertions, in the success which crowned them, it would not do justice to its own feelings, did it refrain from expressing to you its admiration of the fearless self-devotion displayed by you on that occasion, and which is alike honorable to yourself, to the service, and to your country.

"I am yours very respectfully,

"J. K. PAULDING."*

"TO LIEUTENANT T. T. CRAVEN."

Lieutenant Craven joined afterwards the Pacific Squadron, and was transferred to the Schooner Boxer, Lieutenant-Commandant Nicholson, which vessel made a strict search for the Sea Gull, but the search was fruitless. He served on the coast of Africa, on board the frigate Macedonian, in 1843, and after an interval of leave of absence and repose from active duty, he

* Wilkes' Exploring Expedition, vol. I., Appendix.

was ordered in 1850, to the *Razee Independence*, the flag ship of the Mediterranean Squadron, under Captain George S. Blake, the Fleet Captain of the Squadron. From 1851 to 1855, he was the Commandant of Midshipmen and Instructor of seamanship, naval tactics and practical gunnery in the Naval Academy.

During the three years following this period of service at the Academy he commanded the frigate *Congress* which was the flag-ship of the Mediterranean Squadron, and he served afterwards, for two years, until 1860, as the Commandant at the Academy. Captain Craven was then, for a short period, waiting orders, until after the unfortunate issue of the engagement of June twenty-seventh, 1861, at Matthias Point, Virginia, which resulted in the death of Commander Ward, when Captain Craven was appointed to succeed him as the Flag Officer of the Potomac flotilla. He was relieved from this duty in the autumn of the same year and was ordered to the command of the *Brooklyn*. Captain Craven's history is already interwoven, we have seen, with that of his country, and is destined to form, henceforth, we must believe, a bright page in the annals of that country's glory.

Commander J. F. Green, formerly a Commandant of Midshipmen at the Academy, was in command of the sloop of war *Jamestown*, in the engagement of the

seventh of November, 1861, at Port Royal, S. C. Lieutenant C. P. R. Rodgers, who was the Commandant at the Academy in 1860, was in immediate command of the Wabash, which was Captain Dupont's flag-ship, and was foremost in the fight in that action. Lieutenant Wyman commanded the Pawnee, which suffered severely. Lieutenants Upshur, Luce, and Matthews were on board the Wabash, Lieutenant Cushman was the Executive Officer of the Pembina, Lieutenant A. E. K. Benham was on board the Bienville, Lieutenant Flusser was on the Jamestown, and Lieutenant Watmough was commander of the Curlew, and all of them participated in that glorious victory. These officers have served in the Naval Academy as instructors, and many of them as pupils, and they now render back to their country abundant fruits of scientific culture as a return for her generous bounty.

Occasionally, in former years, have short-sighted statesmen, on the score of the expense, cavilled at the policy of founding naval and military schools, and perhaps this objection caused those numerous failures in attempting to establish a naval school which have been described in the former part of this history, but when we reflect, in this day, upon the wonderful revolution which is being wrought in the art of war, we

shall appreciate the necessity for such institutions to impart a scientific education to officers and the danger of neglecting to organize them upon the broadest and most liberal basis. The fate of engagements, both on sea and land is determined, now, by the calibre, and accurate adjustment of heavy ordnance, by rifled cannon, columbiads, and shrapnel, and no longer, or seldom, by hand to hand encounters. It is a conflict directly between science, on the one side, strong, and armed with the best munitions of war, and a feebler science on the other side, and woe to that nation who fails, in the day of peace, to prepare for the hour of battle. Steam, too, has annihilated space, and we are now face to face as a people, with the mighty armaments, the growth of centuries, and the well instructed *élèves* of the numerous schools of the old world.

When General Washington was endeavoring to provide, after the revolution, for a military peace establishment, and for the education of officers, he declared in his last message to Congress that, "however pacific the general policy of a nation may be, it ought never to be without an adequate stock of military knowledge for emergencies. The first, would impair the energy of its character, and both, would hazard its safety, or expose it to greater evils, when war could not be avoided. Besides, that war might not often depend

upon its own choice." Time has fully tested the truthfulness of his remarks, and we must be prepared now to meet these great changes in the art of war. Colonel Delafield, the Chief of the Crimean Commission, alludes to these changes. "The immense resources suddenly called into activity in the contest with Russia prove a facility for equipping forces beyond former precedent, and to such an extent, as should lead us to renew our study of this problem, and induce the authorities of our country to reflect well upon the consequences of wars with nations that can expend hundreds of millions, and perfect immense naval and military armaments with such remarkable rapidity. We must admit the conclusion that a European power can suddenly equip a large army, transport it on the ocean three thousand miles, and maintain it in a hostile attitude for a year and more."*

This line of argument which is applied by Colonel Delafield to the subject of coast defences proves, beyond the possibility of contradiction, the immense importance of naval and military schools to the peace and welfare of the nation. We must remember, too, the eloquent language of the Hon. Mr. Bayard, the former Senator from the State of Delaware,—that our naval cadets will be "the future commanders of a ser-

* Art of War in Europe, p. 56.

vice in which they are to bear with honor the flag of the nation, in peace and in war, at home or abroad, on the high seas and in the ports of foreign nations, the armed ambassadors of the country, who must be able to fight and to negotiate, and whose duties require that they should be familiar, not only with naval tactics and the whole circle of nautical science, but also with the principles of international law.”* Naval commanders, in this age, should possess, therefore, as great accomplishments as the members of any of the recognized professions.

* See page 17.

CHAPTER XVIII.

THE FIRST TWO ASSISTANTS AT THE ACADEMY.—LIEUT. SAMUEL MARCY.—CAPTAIN JAMES H. WARD.—“FLAG OF THE SEAS.”

LIEUTENANT SAMUEL MARCY and Captain James H. Ward were the first two assistants at the Naval Academy, and were present at its organization in 1845; the former was then a passed midshipman, and the latter a lieutenant,—*fratres ambo*.

Lieutenant Marcy was a native of Troy, New York, and a son of the late Hon. William L. Marcy. He entered the service in 1838, and he was on duty, at sea, about thirteen years. In 1848 he was in the Pacific, where he served two or three years, and after being relieved at the Naval Academy in 1856, he was, for three years, a lieutenant on board the frigate Congress, the flag-ship of the Mediterranean Squadron. In 1860, he was an assistant again at the Academy; then in service on the Pawnee, which was in service before Charleston, at the time of the storming of Fort

Sumter; and, finally, he was ordered to the frigate Potomac, which has formed a part of the blockading squadron, in the Gulf of Mexico, since July, 1861. In November, he was appointed to succeed Captain Handy, in the command of the Vincennes, on duty at the mouth of the Mississippi river, and he remained in the efficient discharge of his duties, on this station, until the latter part of the month of January, 1862, when the mournful tidings was conveyed to his friends and the country, that a sad accident had terminated his existence.

The circumstances attending his death are feelingly described in the following letter, from the Acting Gunner of the Vincennes, which exhibits also the high regard which was entertained for Commander Marcy, personally, by the men under his command:

“UNITED STATES SHIP VINCENNES, *Jan. 31, 1862.*

“CAPT. T. T. CRAVEN, *commanding United States Steamer Brooklyn.*

“SIR: Knowing your friendship for our late lamented commander, Lieutenant Marcy, and your intimacy with him, I have taken the liberty of acquainting you with the particulars of the accident by which he was injured, and from which he has lost his life. An intelligent gentleman, a gallant officer, and thorough seaman, we deeply feel his loss, and know that you, and officers of the United States Navy, with whom he

has heretofore sailed, will sympathize with us in our misfortune. At about four o'clock on Friday morning last, Jan. 23, the look-out reported a light, which soon proved to be a vessel on fire, apparently in the Southeast Pass of the Mississippi river, we then lying off the Northeast Pass. After daylight, Captain Marey ordered out and armed the boats. I went in the launch, Captain Marey in the gig. We found the vessel to be a barkantine, loaded with cotton, which appeared to have grounded on the Southeast Pass, while attempting to run the blockade, and the crew, not being able to get her off, had fired and abandoned her. Captain Marey directed me to fire the howitzer into her at the water-line, to sink her and put out the fire. I had fired once, and was ready for the second shot, when Captain Marey ordered me to wait until he came on board. He took the lock and fired seven times, on the last of which the bolt, which secures the first pivot clamp to the stern, being insufficiently clinched, pulled out as the gun recoiled on the side, and fell, jamming the Captain's thigh between it and the thwart. He was calm and cool, seemed aware he was badly injured, and gave directions to be taken on board in his gig. The leg was carefully set and dressed, and he seemed to be doing well. On Saturday he was comfortable, and fell asleep about eleven

o'clock that night, from which sleep or stupor he was never thoroughly aroused. He was more or less insensible, until about eleven o'clock on Wednesday night, January 29, when he died. His body will be sent home by the steamer Connecticut. I am, sir,

“Your obedient servant,

“WILLIAM WILSON,

“Acting Gunner, United States Steamer Vincennes.”

It is seen, from this communication, that Commander Marcy lost his life in the service of his country, and though he fell, surrounded not by the carnage of battle, and “the pride, pomp, and circumstance of glorious war,” yet his death was no less honorable; he was in the path of duty.

His remains were brought to the city of New York, and the funeral Services were celebrated in Calvary Church, by the Rev. Dr. Hawks, on the twenty-third of February, before a large assemblage of afflicted friends. They were conveyed, afterwards, to Albany, for interment.

We cannot estimate the loss of Commander Marcy. One of the ablest and most accomplished men in the navy, it is not easy to fill the place of such an officer. To his reputation for gallantry and faithfulness, Samuel Marcy added, we are told, the excellencies of the

true Christian and the refined gentleman. We mourn his decease, now, with others who have gone before. Ward, too, is departed, and of these two assistants, who were first in service at the opening of the Naval Academy, it is left for us only to say, in the midst of our sorrowing, they were "lovely and pleasant in their lives, and in their death, they were not divided."

Commander James H. Ward, was the first Commandant of Midshipmen at the Naval Academy. It is true that this title was then unknown, nevertheless, Lieutenant Ward discharged at that time the duties which pertain to the office of Commandant. He entered the service in 1823. He was born in Hartford, Connecticut, in the year 1806, and was the eldest son of the late Colonel James Ward, a gentleman of great respectability in that city. The family of Wards in Connecticut, is a very ancient and honorable one. They are descended from Andrew Ward, who came to New England in company with Governor Winthrop, and became afterwards a distinguished citizen of the colony of Connecticut. He died at Fairfield in 1659. He was a grandson of Thomas Ward, Lord of the manor of Bacons in Gorleston, Suffolk county, England. The Ward family of England has enjoyed many titles. The Viscounty Dudley and Ward be-

came extinct in 1833. William Ward is now Baron of Birmingham county, Warwick, the eleventh lord of this succession.*

James H. Ward, the subject of this sketch, received his earliest education at the grammar school in Hartford. He was transferred thence, to the care of a well-known West Point scholar, Captain Alden Partridge, whose military school was successfully established at that time in Norwich, Vermont. After enjoying for a considerable period the instruction of Captain Partridge, young Ward received while he was a member of the school, his warrant as a midshipman in the United States Navy. His first service was on board the frigate *Constitution*, for about four years in the Mediterranean, under the distinguished Commodore McDonough. After his return from this duty, he was on leave of absence about a year, and he availed himself of this opportunity to complete his education by studying in the partial course at Washington, now Trinity college, Hartford. After his examination in 1829, he was enrolled as a passed midshipman, and in the following year, having been promoted to a lieutenancy, he was ordered to the sloop of war *Concord*, for service in the Mediterranean under Master-Commandant M. C. Perry. The *Concord* left

* Burke's Peerage.

Hampton Roads in the latter part of June, 1830, and conveyed to Russia on her voyage out, the Hon. John Randolph, the Minister Plenipotentiary for the United States at the Court of St. Petersburg.

Lieutenant Ward served at this time three years in the Mediterranean, and after a short leave of absence, in the West Indies again for three years more. He was afterwards on board the steamship Fulton, and he was then on duty about three years in the Navy Yard at Washington. In 1840, he was ordered to the brig Dolphin, for service on the coast of Africa. The Hon. J. K. Paulding, the Secretary of the Navy, reports that the Dolphin, under the command of Lieutenant Bell, and the schooner Grampus, commanded by Lieutenant Paine, were employed on the coast of Africa, in the suppression of the slave-trade. They returned at the commencement of the sickly season, and afterwards sailed again to the same station. The traffic in slaves was then carried on upon an extensive scale, and principally under Portuguese colors. Slave stations were established on the coast at different points, under the protection of the neighboring chiefs, who furnished the slaves, and received in return goods which were manufactured in England expressly for this purpose; and at these stations the slaves were collected, until an opportunity offered for the slaver

to approach the land under cover of the night, and receive them on board.

The Secretary of the Navy reported that the Dolphin and Grampus rendered efficient service in the suppression of the traffic, and in the protection of American citizens, who were engaged in commerce on the coast. The officers and crews suffered severely, however, from the diseases of the climate. Lieutenant Ward was among the number who were prostrated by the coast fever, and his life was despaired of, but he recovered finally, and was able to visit his native land again, and prolong still further an honorable career in the navy of the United States.

Lieutenant Ward was attached to the Naval Academy as an Assistant, at its first organization by the Hon. George Bancroft in 1845, an appointment which was certainly honorable to himself and corroborative of the opinion often expressed, that Lieutenant Ward was one of the best educated officers in the service. After leaving the Naval Academy, in 1847, he served on board the frigate Cumberland, and afterwards, commanded the steamer Vixen of the Home Squadron. He was then on shore a few years, until 1855, when he assumed command of the sloop Jamestown, which was then the flag-ship of the African Squadron. He remained on the coast of Africa, at this time,

about three years, during which period he assisted in capturing several slavers, and proved himself an efficient commander.

On his return to the United States, after enjoying a period of repose from active duty, he assumed command, in 1858, of the *North Carolina*, the receiving ship at the Navy Yard in Brooklyn, and he continued in this command, until open hostilities were threatened by the states which were in rebellion against the government established by Washington, Hamilton, Madison and Franklin, and then Commander Ward was among the first to offer himself for service in defence of the Constitution and the Union. He had long been fond of experimenting with heavy ordnance, he was a ripe scholar in naval science, and had studied the latest theories and inventions in the art of war. He was on terms of friendly intercourse with the distinguished Sir Howard Douglas, of the British Navy, and he corresponded with him often upon topics in which both were deeply interested.

Commander Ward was also an author of considerable distinction. He has published the well known works, *Steam for the Million*, a popular treatise on steam and its applications to the useful arts, especially to navigation,—a *Manual of Naval Tactics*, containing also an analysis of modern naval battles, and an ele-

mentary work upon Naval Ordnance and Gunnery. His analysis of naval battles has been pronounced masterly, by officers of the British Navy. As soon as acts of violence were perpetrated by the seceding states, Captain Ward addressed a letter to Mr. Toucey, the Secretary of the Navy, proposing a plan for the defence of the Potomac, and asked that he might be permitted to organize and command a flotilla for this service. He was summoned soon afterwards to Washington, for consultation with Mr. Toucey and General Scott, with reference to provisioning Fort Sumter. He presented his plan for accomplishing this object, and it was received with such favor, that General Scott gave his promise that his plan should be adopted if any attempt were made to provision the fort.

The Hon. Gideon Welles, who is now Secretary of the Navy, decided to summon Commander Ward for service in defence of the Potomac, and upon the recommendation of the latter, early in May, the Thomas Freeborn and three other propellers of light draught were purchased and fitted out as gunboats. The flotilla sailed from the Navy Yard in Brooklyn, on the sixteenth of May, 1861, and its departure called forth hearty cheers from the men who had served under Commander Ward on board the North Carolina, and from the officers of the yard and others assembled on

the wharf. His first action, on arriving in the Chesapeake, was the silencing of the rebel battery at Sewall's Point, on the eighteenth of May, and two prizes were captured on his way up the river. The zeal and energy displayed by Commander Ward on the Potomac, have been universally acknowledged, and it is said that the plans for the defence of the river which were submitted by him to the Navy Department, exhibited marked ability. "Great service has been rendered," writes Mr. Secretary Welles, "by this armed force, which has been vigilant in intercepting supplies, and in protecting transports and vessels in their passage up and down the Potomac."

It was urged upon the government at this time, by Commander Ward, that military forces should be detailed for the construction of batteries at prominent points on the river, and had this suggestion been adopted, it is claimed by his friends now, that the navigation of the Potomac would have remained unobstructed. The skill and vigilance of Captain Ward prevented the completion of fortifications by the rebels at Acquia Creek, and at other places on the river, and finally he determined upon the construction himself of a battery on Matthias Point, at which the river is narrow, and a battery if completed there and properly furnished with guns, would control the navigation of the Potomac.

Accordingly, on the twenty-seventh of June, he landed in boats a party of twenty-five men, who were provided with shovels and other implements for the work. Pickets were immediately thrown out, who remained undisturbed until late in the afternoon, when the party was ordered to return to the Freeborn. At this time they were fired upon from the thickets, on the right and left of the work upon which they had been engaged. They retreated hastily to the boats, but kept up a fire in return for the space of half an hour. A seaman named Williams, held the United States flag, and became therefore, a target for the enemy. He received a bad flesh wound in the thigh. The rebel troops were commanded, it is understood, by Major Mears, a son-in-law of Captain Buchanan. They numbered about five or six hundred. The men in retreating attempted to gain the boats, but did not all succeed, and many, endeavoring to swim, were drowned. A fire was opened immediately from the bow gun of the Freeborn to cover the retreat, but the gunner was soon wounded in the thigh with a musket ball, when Captain Ward himself, advanced and took charge of the piece. He was in the act of aiming, when a shot from the rebels struck him in the abdomen. The wound proved fatal; he died in about one hour afterwards. The firing was continued, however,

on board the *Freeborn*, and the rebels were dispersed. It is supposed that their loss was severe. About thirty shells fell into their camp, burned and destroyed their stores, and compelled an abandonment of the ground.

A universal gloom hung over the country on the reception of the news of the death of this brave and accomplished commander. His noble conduct in volunteering for service on the Potomac, as well as his previous career, had endeared him to a large circle of friends in the Capital of the nation, at the Naval Academy, in New York and in Hartford, and high hopes were entertained for him. These fond hopes and anticipations were now silenced by the pale visitant, Death. His friends remark that they might have expected such a result, for where the post of danger was, there Ward would surely be found. Noble example! This was the spirit of the heroes of 1812. It is said that it was a maxim among the officers in that war, never to send men where they dared not go themselves.

The body of Captain Ward arrived in New York on Sunday, the thirtieth of June, and was conveyed to the North Carolina at the Navy Yard in Brooklyn. Here it lay in state and was visited by large numbers of citizens. The remains were transferred on Monday

to the steamboat *Granite State*, and the following was the order of the funeral procession :

Marine Escort, Band, Dr. Abernethy, U. S. N.; Commander Meade, Commander Gansevoort, Commander Foote, Captain Ringgold, Commander Hull, pall-bearers; Family, Captain Ward's Crew, including sailors and marines; Commander Meade's Gig's Crew, North Carolina's Ship's Company, Volunteer Company, Revenue Officers, Naval officers.

Among the naval officers in the procession were Commodore Breese, Commandant of the yard, Lieutenants Almy, Woolsey, Henry, the officers of the yard and of the ships lying there, Naval Constructor Delano, the Paymasters and clerks of the post.*

Captain Ringgold, United States Navy, Lieutenant Huntington, with the marines, and Captain Ward's Gig's Crew, went on the boat with the corpse to Hartford.

When the steamer reached that city, the body was conveyed under the escort to St. Patrick's Cathedral, and High Mass was solemnized, after which ceremony the remains were removed to the Capitol and lay in state in the Court Room until four o'clock. His sword, uniform and flag were placed upon the coffin,

* The author would acknowledge his indebtedness to Mr. Ripley, of the *Evening Post*, for this description of the funeral procession..

banners and signals of grief hung in festoons about the room, and weeping friends gathered in crowds around the beloved dead. A numerous procession of soldiery and citizens bore him away to his last resting place. The tolling bells, the muffled drum, the funereal music, the flags furled in mourning, the slow march, all gave solemnity to the scene. The burial service, according to the rites of the Church of England, was pronounced, the Guard fired three volleys over him,—so sleeps the hero! So departs a noble spirit, chivalrous to the last.

He met death in the discharge of duty. His zeal in behalf of the flag of the Union knew no bounds. He had been sheltered beneath that flag on many a sea, he had seen it honored in all lands, and he was its sworn defender, with his life, against every foe. “We tell his doom without a sigh,—he is Freedom’s now and Fame’s.” He rests with the great and the brave of all lands,—soldiers, and martyrs and heroes of old. So dies the naval commander, in defence of the flag of his country!

“Flag of the seas! on ocean’s wave,
Thy stars shall glitter o’er the brave;
When death, careering on the gale,
Sweeps darkly round the bellied sail,
And frightened waves rush wildly back,
Before the broadside’s reeling rack,

Each dying wanderer of the sea
Shall look at once to heaven and thee,
And smile to see thy splendors fly
In triumph o'er his closing eye !
 Flag of the free heart's hope and home,
By angel hands to valor given,
 Thy stars have lit the welkin dome,
And all thy hues were born in heaven !
 Forever float that standard sheet,—
Where breathes the foe but falls before us,
 With Freedom's soil beneath our feet,
And Freedom's banner streaming o'er us !”

APPENDIX.

APPENDIX.

I.

THE APPOINTMENT OF CANDIDATES, AND THEIR QUALIFICATIONS.

(This is a copy of a paper which is sent out officially by the Superintendent of the Naval Academy.)

APPLICATION, addressed to the Secretary of the Navy, can be made at any time, by the candidate himself, or by his parent, guardian, or any of his friends, and his name will be placed on the register. The registry of a name, however, does not give any assurance of an appointment. No preference will be given on account of priority of application. No application will be considered where the candidate is under or above the prescribed age; where the precise age, and actual and fixed residence, are not stated; and where the applicant is not a resident of the Congressional district of the State from which he applies.

The law limits the number of Midshipmen to four hundred and sixty-four, and requires that this number shall be divided among the several States and Territories, with reference and in proportion, as near as may be, to their number of representatives and delegates to Congress; that appointments shall be made from those States and Territories which have not their relative proportions on the Navy list; and that the individual selected for appointment shall be, in all cases, an actual resident of the State and Territory from which the appointment purports to be made. It is further required by law that appointments from each State shall be apportioned, as nearly as practicable, equally among the

several Congressional districts therein, and that the person so appointed shall be an actual resident of the Congressional district of the State from which appointed, and be recommended by the member of Congress representing the district in which he resides.

The selection of candidates is made annually on or before the 1st of June, and candidates who receive permission, will present themselves to the Superintendent of the Naval Academy, between the 20th and 30th of September. No candidate will be received into the Academy at any other time. Upon reporting to the Superintendent, candidates will be examined by a Board of Medical Officers, and by the Academic Board of the Academy, as to their qualifications for admission into the Academy.

No candidate will be admitted into the Naval Academy, unless at the time of examination he is found qualified, in the opinion of the Medical Board, to discharge the arduous duties of an officer of the Navy, and shall have passed a satisfactory examination before the Academic Board.

If both these examinations result favorably, the candidate will receive an acting appointment as a Midshipman, become an inmate of the Academy, and be allowed his actual and necessary travelling expenses from his residence to the Naval Academy. If, on the contrary, he shall not pass both these examinations, he will receive neither an acting appointment nor his travelling expenses.

A candidate who has once presented himself for examination, under the permission of the Department, and has been rejected, cannot be allowed to present himself for examination the second time.

No one can receive a warrant as a Midshipman in the Navy, unless he be a graduate of the Naval Academy.

(Note by the author.—It is especially important to secure a nomination for a vacancy at the Naval Academy, from the Congressman of the district in which the applicant resides. An Act-

ing Midshipman^{*} is not expected or permitted to receive pecuniary support or assistance from his parents or friends. He is maintained wholly at the expense of the government. His pay is \$500 per annum, of which \$100 is reserved until he leaves the Academy, and constitutes an ample fund for his equipment for active service.)

QUALIFICATIONS.—Candidates must be over fourteen and under eighteen years of age at the time of examination for admission; must be free from deformity and disease and imperfections of the senses. They must be of good moral character, able to read and write well,—writing from dictation, and spelling with correctness,—and to perform with accuracy the various operations of the primary rules of arithmetic; viz., numeration, and the addition, multiplication, and division of whole numbers.

Any one of the following conditions will be sufficient to reject a candidate; viz.:

1. Feeble constitution and muscular tenuity; unsound health, from whatever cause; indications of former disease; glandular swellings, or other symptoms of scrofula.

2. Chronic cutaneous affections, especially of the scalp, or any disorder of an infectious character.

3. Severe injuries of the bones of the head; convulsions.

4. Impaired vision, from whatever cause; inflammatory affections of the eye-lids; immobility, or irregularity of the iris; fistula lachrymalis, etc., etc.

5. Deafness; copious discharge from the ears.

6. Loss of many teeth, or the teeth generally unsound.

7. Impediment of speech.

8. Want of due capacity of the chest, and any other indication of a liability to a pulmonic disease.

9. Impaired or inadequate efficiency of one or both of the

superior extremities on account of fractures, especially of the clavicle, contraction of a joint, extenuation, deformity, etc., etc.

10. An unnatural excurvature or incurvature of the spine.

11. Hernia.

12. A varicose state of the veins of the scrotum and spermatic cord (when large), sarcocele, hydrocele, hemorrhoids, fistulas.

13. Impaired or inadequate efficiency of one or both of the inferior extremities on account of varicose veins, fractures, malformation (flat feet, etc.), lameness, contraction, unequal length, bunyons, overlying or supernumerary toes, etc., etc.

14. Ulcers, or unsound cicatrices of ulcers likely to break out afresh.

EXTRACT FROM THE REGULATIONS OF THE ACADEMY.

ART. 10. When candidates shall have passed the required examinations, and have been admitted as members of the Academy, they must immediately furnish themselves with the following articles; viz.:

Two Navy-blue cloth uniform suits.	Two pairs of sheets.
Six white shirts.	Four pillow-cases.
Six pairs of socks.	Six towels.
Four pairs of drawers.	Two pairs of shoes or boots.
Six pocket handkerchiefs.	One hair-brush.
One black-silk handkerchief, or stock.	One tooth-brush.
One mattress.	One clothes-brush.
One pillow.	One coarse comb for the hair.
One pair of blankets.	One fine comb for the hair.
One bed-cover, or spread.	One tumbler, or mug; and
	One thread and needle case.

Room-mates will jointly procure for their common use, one

looking-glass, one wash-basin, one water-pail, one slop-bucket and one broom. These articles may be obtained from the Store-keeper of the Academy, of good quality, and at fair prices.

ART. 11. Each Acting Midshipman must, on admission, deposit with the Paymaster the sum of fifty dollars; for which he will be credited on the books of that officer, to be expended, by direction of the Superintendent, for the purchase of text-books, and other authorized articles.

II.

PROGRAMME OF STUDIES DURING THE ACADEMIC YEAR.

FIRST CLASS—FOURTH YEAR.

Department of Practical Seamanship, Naval Gunnery and Naval Tactics.—Seamanship, Naval Tactics. Naval Gunnery; Simpson's Ordnance and Gunnery. Simpson's Translation of Page's Theory of Pointing. Dahlgren's Boat Howitzer.

Department of Astronomy, Navigation and Surveying.—Theory of Navigation. Practical Astronomy. Marine Surveying.

Department of Natural and Experimental Philosophy.—Lardner on Heat. Wells' Chemistry. Main & Brown on the Steam Engine.

Department of Ethics and English Studies.—Constitution U. S.; Kent on International Law, vol. I.

Department of Spanish.—Ollendorff.

SECOND CLASS—THIRD YEAR.

Department of Practical Seamanship, Naval Gunnery, and Naval Tactics.—Seamanship. Simpson's Naval Gunnery.

Department of Mathematics.—Smyth's Analytical Geometry. Smyth's Differential and Integral Calculus.

Department of Astronomy, Navigation and Surveying.—Davies' Surveying. Herschel's Astronomy. Bowditch's Navigation.

Department of Natural and Experimental Philosophy.—Lardner's Optics, Acoustics, Electricity, and Magnetism. Smith's Mechanics.

Department of Field Artillery and Infantry Tactics.—Hardee's Light Infantry Drill. Instruction in Field Artillery.

Department of Ethics and English Studies.—Wayland's Moral Science.

Department of French.—Girault's French Student's Manual. Dumas' Vie de Napoleon. Manesca's Reader.

THIRD CLASS—SECOND YEAR.

Department of Practical Seamanship, Naval Gunnery, and Naval Tactics.—Seamanship.

Department of Mathematics.—Davies' Legendre's Geometry. Chauvenet's Trigonometry. Davies' Mensuration.

Department of Ethics and English Studies.—Eliot's History U. S. Quackenbos' Rhetoric. Composition.

Department of French.—Girault's French Student's Manual. Girault's Vie de Washington.

Department of Drawing and Draughting.—Line Drawing.

FOURTH CLASS—FIRST YEAR.

Department of Mathematics.—Greenleaf's Arithmetic. Davies' Algebra. Davies' Legendre's Geometry.

Department of Ethics and English Studies.—Bullions' English Grammar. Cornell's Geography. Worcester's and Lord's History. Composition.

Department of Drawing and Draughting.—Sketching.

III.

MERIT-ROLLS.

(From the Regulations.)

The relative weight, or the maximum numbers which are to be assigned to each of the "principal branches" of study, and to conduct in each of the several classes, in forming the merit-rolls, will be as follows, viz.:

Departments.	Principal branches.	First year, or 4th class.	Second year, or 3d class.	Third year, or 2d class.	Fourth year, or 1st class.	Graduating maxima of principal branches.	Maxima of the several departments.
Seamanship, gunnery, and naval tactics.	{ Seamanship..... Naval tactics..... Practical gunnery and boat armament.....	....	....	50	100	150	} 220
		....	....	....	30	30	
		....	....	15	25	40	
Mathematics.....	Mathematics.....	20	30	50	....	100	100
Astronomy, navigation, and surveying.	{ General astronomy.... Practical astronomy, navigation, and surveying.....	....	....	30	....	30	} 110
		....	....	....	30	30	
Natural and Experimental philosophy.	{ Mechanics..... Physics..... Steam engine.....	....	....	60	....	60	} 120
		....	....	....	25	25	
		....	....	....	35	35	
Field artillery and infantry tactics.	{ Theory of gunnery.... Field artillery..... Infantry tactics.....	....	....	....	40	40	} 85
		....	....	20	....	20	
		....	....	25	....	25	
Ethics and English studies.	{ Moral science and international law..... Grammar and rhetoric..... Geography..... History and composition.....	....	....	....	30	30	} 90
		10	....	15	....	25	
		15	....	....	....	15	
		10	10	....	....	20	
French language.	French.....	....	30	45	....	75	75
Spanish language.	Spanish.....	....	....	25	35	60	60
Drawing.....	Drawing.....	15	25	....	....	40	40
Conduct.....	.....	5	15	30	50	100	100
Aggregate....	.....	....	....	....	....	1,000	1,000

At every June examination, the Academic Board shall form a "general merit-roll" for each class, in the following manner, viz.:

of those members of each class who shall have passed a satisfactory examination, the individual having the highest standing in any principal branch for that year shall receive the maximum number assigned to it for that class and year in the table of weights of this chapter, and the one having the lowest standing shall receive the minimum number, which, in every case, shall be one-third of the maximum for the same branch and class. The members of the class having intermediate standings shall receive numbers proceeding by equal differences from the maximum to the minimum, in the order of their relative merit, as fixed by their "class merit-rolls." Of those who have not two hundred demerits recorded against them, such as have no demerits shall receive the maximum number allowed for that class and year, and the others shall have that maximum diminished by one three-hundredth part of it for every demerit recorded against them. All the numbers which shall be thus assigned to the several members for the several branches of study, and for conduct, shall then be added together, and the names of the members shall be arranged in each class according to the aggregates thus obtained, the highest number being placed first on the list, and the others in their order. Only those who shall have passed in all the principal branches of their classes, and have not exceeding two hundred demerits recorded against them, are to be included in the "general merit-roll."

At the June examination, the Academic Board shall also form the "graduating merit-rolls" for the graduating class, by adding the aggregate numbers which each member of the class shall have received on the several "general merit-rolls" for June during the four years, and arranging the order of the members according to the aggregates, placing the highest first.

IV.

OFFICERS AND PROFESSORS OF THE ACADEMY FROM 1845
TO THE PRESENT TIME.

Superintendents.

Com'r Franklin Buchanan, 1845
to 1847,
Com'r Geo. P. Upshur, 1847-50,
Com'r C. K. Stribling, 1850-3,
Com'r L. M. Goldsborough,
1853-7,
Capt. Geo. S. Blake, 1857-62.

Commandants of Midshipmen.

Lieut. Jas. H. Ward, 1845-8,
Lieut. S. S. Lee, 1848-51,
Lieut. T. T. Craven, 1851-5,
Com'r J. F. Green, 1855-8,
Com'r T. T. Craven, 1858-60,
Lieut. C. R. P. Rodgers, 1860,
Lieut. G. W. Rodgers, 1861-2.

Professors of Mathematics.

William Chauvenet, 1845-53,
J. H. C. Coffin, 1853-9,
Joseph Winlock, 1859-60.

*Professors of Astronomy and
Navigation.*

William Chauvenet, 1853-9,
J. H. C. Coffin, 1859-62.

*Professors of Natural and Ex-
perimental Philosophy.*

Henry H. Lockwood, 1845-51,
W. F. Hopkins, 1851-9,
A. W. Smith, 1859-62.

*Professor of Field Artillery and
Infantry Tactics.*

Henry H. Lockwood, 1851-62.

*Professor of Ethics and English
Studies.*

J. E. Nourse, 1851-62.

Professor of French.

A. N. Girault, 1845-62.

Professor of Spanish.

E. A. Roget, 1852-62.

Professor of Drawing.

E. Seager, 1851-62.

Teachers of the Art of Defence.

E. Seager, 1851-9,
A. Coppa, 1859-60.

*Lieutenants, &c., acting as As-
sistants.*

S. Marcy, 1846, 1851-5, 1858-9,
W. N. Jeffers, Jr., 1849,
S. P. Carter, 1851-3, 1858-9,
W. P. Buckner, 1851-6, 1859-60,
J. Armstrong, 1851-4,
A. M. DeBree, 1851,
J. V. N. Blake, 1851-7,
E. Simpson, 1853-5, 1859-62,

W. K. Mayo, 1855-7, 1859,
 R. W. Scott, 1855-7, 1859-60,
 J. T. Wood, 1855-8, 1860,
 W. H. Willcox, 1855-7,
 S. R. Franklin, 1856,
 J. Watters, 1857,
 C. W. Flusser, 1857-9,
 C. H. Cushman, 1857-9,
 J. N. Miller, 1857-8, 1860,
 J. I. Waddell, 1858,
 R. H. Wyman, 1859,
 J. H. Upshur, 1859-60,
 H. Davidson, 1859-60,
 W. McGunnegle, 1859,
 J. G. Walker, 1859,
 F. E. Shepperd, 1859,
 G. W. Rodgers, 1860,
 S. B. Luce, 1860,
 B. B. Taylor, 1860,
 E. O. Mathews, 1860-2,
 E. P. Lull, 1860-2,
 J. D. Marvin, 1861-2,
 C. L. Huntington, 1861-2,
 E. P. Brower, 1861-2.

Assistant Professors.

A. H. Barber, 1856,
 T. Karney, 1856-62,
 L. I. Dovilliers, 1856-62,
 W. R. Hopkins, 1857-62,
 W. H. Willcox, 1857-62,
 W. Harwood, 1857-60,
 M. H. Beecher, 1859-62,
 T. G. Forde, 1861-2,
 A. L. Smith, 1861-2.

Surgeons and Assistants.

J. A. Lockwood, 1845-50,

D. S. Green, 1850-3,
 N. Pinkney, 1853-5,
 S. Sharp, 1855-9,
 W. Grier, 1859-60,
 J. C. Palmer, 1860-2,
 J. Y. Taylor, 1858,
 J. McMaster, 1859,
 O. S. Inglehart, 1860.

Chaplains.

George Jones, 1845-53,
 T. B. Bartow, 1853-9,
 George Jones, 1859-60,
 D. X. Junkin, 1861-2.

There are also attached to the
 Academy, 1861-2,

Paymaster.

H. M. Hieskill.

Secretary.

R. M. Chase.

Superintendent's Clerk.

O. D. Robb.

Paymaster's Clerk.

J. H. Havens.

Assistant Librarian.

J A. Davenport.

V.

GRADUATES WHO WERE NOT IN THE FOUR YEARS' COURSE.

(Any inaccuracies which may be discovered in this list will be cheerfully corrected in later editions.)

C. W. Aby,	1846	L. A. Beardslee,	1856
R. Aulick,	"	W. L. Bradford,	"
W. D. Austin,	"	R. Boyd, Jr.,	"
J. Armstrong,	1847	C. A. Babcock,	"
A. Allmand,	1849	George Bacon,	"
E. T. Andrews,	"	S. P. Carter,	1846
T. Abbot,	1854	T. S. Conover,	"
H. A. Adams, Jr.,	1855	G. Cilley,	1848
Aeneas Armstrong,	1856	D. Coleman,	"
J. M. Bradford,	1846	J. J. Cook,	"
J. W. Bennet,	"	F. G. Clarke,	"
H. C. Blake,	"	H. N. Crabb,	1849
F. B. Braud,	"	W. O. Crain,	"
E. Brinley, Jr.,	"	R. R. Carter,	"
W. K. Bridge,	1847	R. Chandler,	1852
T. W. Brodhead,	"	E. O. Carnes,	"
J. M. Brooke,	"	J. J. Cornwell,	1853
W. P. Buckner,	"	R. T. Chapman,	"
O. C. Badger,	"	A. B. Cummings,	"
S. S. Bassett,	"	W. P. A. Campbell,	"
J. T. Barrand,	"	C. H. Cushman,	1855
C. C. Bayard,	1848	W. H. Cheever,	"
G. H. Bier,	"	C. C. Carpenter,	1856
A. T. Byrens,	1849	A. J. McCartney,	"
S. J. Bliss,	"	J. C. Chaplin,	"
S. L. Breese,	1852	M. C. Campbell,	"
D. L. Braine,	"	C. Dyer, Jr.,	1846
K. R. Breese,	"	G. V. Denniston,	"
E. Brodhead,	1853	J. L. Davis,	1847
R. T. Bowen,	"	E. D. Denny,	"
F. F. Brose,	"	F. G. Dallas,	1848
A. E. K. Benham,	"	W. DeKoven,	"
G. E. Belknap,	"	J. D. Danels,	"
J. D. Blake,	1854	J. P. C. DeKrafft,	1848
J. Bruce,	"	R. C. Duvall,	"
F. H. Baker,	1854	A. M. DeBree,	1849
George Brown,	1855	H. Davidson,	"

W. F. Davidson,	1849	A. W. Habershaw,	1849
A. Deslonde,	"	G. H. Hare,	"
J. W. Dunnington,	1855	H. St. G. Hunter,	"
W. H. Dana,	1856	Thos. T. Houston,	1851
W. G. Dozier,	"	J. R. Hamilton,	"
E. English,	1846	D. B. Harmony,	1853
T. C. Eaton,	1847	B. E. Hand,	"
J. R. Eggleston,	1853	J. G. Heileman,	1854
Henry Erben, Jr.,	1855	J. W. Hester,	"
W. H. Fauntleroy,	1847	C. E. Hawley,	1855
Joseph Fry,	"	A. Izard,	1856
S. R. Franklin,	1848	W. N. Jeffers, Jr.,	1846
D. A. Forrest,	"	M. P. Jones,	1847
T. S. Fillebrown,	"	J. P. Jones,	1848
J. L. Friend,	"	J. E. Jouett,	"
J. P. Foster,	1853	W. F. Jones,	"
C. W. Flusser,	"	A. W. Johnson,	1849
J. P. Fyffe,	1854	O. F. Johnson,	1852
W. E. Fitzhugh,	"	P. C. Johnson, Jr.,	"
Francis Gregory,	1846	J. E. Johnston,	1854
W. Gibson,	1847	J. Kell,	1848
W. M. Gamble,	1848	G. S. King,	"
C. Gray,	"	B. Kennon,	1852
W. V. Gilliss,	"	L. A. Kimberly,	1853
S. P. Griffin,	1849	W. A. Kirkland,	1856
E. C. Grafton,	"	R. B. Lowry,	1846
E. F. Gray,	1852	R. L. Law,	1847
B. Gherardi,	"	L. H. Lyne,	"
W. Gwin,	1853	W. W. Low,	1848
J. A. Greer,	1854	C. Latimer,	"
C. H. Greene,	"	J. D. Langhorne,	"
J. H. Gillis,	"	T. Lee,	1852
H. M. Garland,	1855	S. B. Luce,	"
R. Harris,	1846	W. S. Lovell,	1853
J. P. Hall,	"	De G. Livingston,	1855
T. C. Harris,	1847	B. P. Loyall,	"
H. C. Hunter,	"	J. B. McCauley,	1846
J. E. Hart,	1848	R. M. McArann,	"
J. J. Hanson,	"	J. V. McCollum,	1847
W. W. Holmes,	"	A. F. Monroe,	"
W. G. Hoffman,	1848	W. H. Murdaugh,	"
M. Haxtun,	"	A. McLaughlin,	1848
C. F. Hopkins,	"	J. McL. Murphy,	"
E. W. Henry,	"	G. E. Morgan,	"
C. C. Hunter,	"	R. D. Minor,	"

E. Y. McCauley	1848	E. Renshaw,	1848
D. P. McCorkle,	"	J. D. Rainey,	1853
W. K. Mayo,	"	F. M. Ramsay,	1856
J. H. March,	"	E. Simpson,	1846
S. Magaw,	"	E. C. Stout,	"
A. McLane,	"	R. Savage,	"
J. Maury,	"	G. A. Stevens,	"
W. Mitchell,	1849	W. H. Smith,	"
C. P. McGary,	"	R. Selden,	1847
W. R. Mercer,	"	W. Sharp,	"
G. U. Morris,	1852	J. H. Somerville,	"
W. McGunnegele,	1853	M. J. Smith,	1848
J. P. K. Mygatt,	"	E. E. Stone,	"
W. P. McKann,	1854	W. Smith,	"
R. L. May,	1855	R. Stuart,	"
E. P. McOrea,	"	J. B. Smith,	"
J. G. Maxwell,	"	A. A. Semmes,	"
G. F. Morrison,	"	J. A. Seawall,	"
John G. Mitchell,	1856	J. B. Stewart,	1849
R. W. Meade, Jr.,	"	E. Shepherd,	"
W. Nelson,	1846	G. T. Simes,	"
L. H. Newman,	1853	R. W. Scott,	1850
D. Ochiltree,	1846	J. G. Sproston,	1852
E. H. Oakley,	1854	C. B. Smith,	"
T. S. Phelps,	1846	O. F. Stanton,	1855
J. J. Pringle,	"	F. E. Shepperd,	"
L. Paulding,	"	J. W. Shirk,	"
R. J. D. Price,	1847	E. C. Stockton,	"
W. L. Powell,	"	W. G. Temple,	1846
J. Van Ness Philip,	1848	J. S. Thornton,	1847
D. Phenix,	"	W. T. Truxtun,	"
W. H. Parker,	"	C. E. Thorburn,	1853
S. L. Phelps,	1849	W. Totten,	"
Jas. Parker, Jr.,	1852	J. Taylor, Jr.,	1855
A. Pendergrast,	1854	C. F. Thomas,	1856
T. P. Pelot,	1855	J. H. Upshur,	1848
E. E. Potter,	1856	W. H. Ward,	1855
C. F. Peck,	"	J. G. Walker,	1856
S. P. Quackenbush,	1846	W. Van Wyck,	1848
W. Reily,	1847	N. H. Van Zandt,	1849
T. Roney,	"	E. Vander Horst,	"
J. Rochelle,	1848	G. W. Young,	1848
J. H. Russell,	"	T. Young,	"
L. A. Roe,	"	Total, 251.	

VI.

GRADUATES WHO WERE IN THE FOUR YEARS' COURSE.

W. N. Allen,	1856	G. D. Gove,	1856
J. W. Alexander,	1857	N. Green,	"
S. W. Averett,	1859	C. J. Graves,	1857
S. D. Ames,	1860	J. Grimball,	1858
J. L. Barnes,	1854	S. D. Greene,	1859
T. McK. Buchanan,	1855	S. P. Gillett,	1860
R. F. Bradford,	1856	A. Hopkins,	1855
G. A. Bigelow,	"	J. W. Harris,	1856
G. M. Blodgett,	"	C. Hatfield,	"
F. B. Blake,	1857	J. A. Howell,	1858
F. M. Bunce,	"	H. L. Howison,	"
J. Bishop,	1858	W. B. Hall,	1859
H. M. Blue,	"	S. H. Hackett,	"
G. A. Borchert,	1859	T. L. Harrison,	1860
W. R. Butt,	"	H. D. Hoole,	"
W. H. Barton,	1860	F. L. Hoge,	"
F. S. Brown,	"	G. W. Hayward,	1861
G. M. Bache,	1861	J. W. Kelly,	1857
T. C. Bowen,	"	W. A. Kerr,	1858
J. Cain, Jr.,	1854	A. Kantz,	"
A. F. Crosman,	1855	T. F. Kane,	1859
A. P. Cooke,	1856	G. E. Law,	1855
H. B. Claiborne,	1859	E. P. Lull,	"
H. Cenas,	"	E. Lea,	"
S. E. Casey, Jr.,	1860	J. N. Miller,	1854
J. B. Cromwell,	1861	E. O. Matthews,	1855
H. H. Dalton,	1855	J. C. Mosely,	1856
George Dewey,	1858	C. J. McDougal,	"
T. L. Dornin,	1860	T. B. Mills,	1857
A. Dexter,	1861	F. V. McNarr,	"
F. O. Davenport,	"	H. W. Miller,	"
T. H. Eastman,	1856	C. Merchant,	"
W. E. Evans,	"	L. C. May,	1858
LeRoy Fitch,	"	A. T. Mahan,	1859
C. L. Franklin,	1858	A. S. Mackenzie,	"
E. G. Furbur,	"	R. S. McCook,	"
N. H. Farquhar,	1859	J. D. Marvin,	1860
R. W. M. Graham,	1855	A. R. McNair,	"

NAVAL ACADEMY.

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H. D. H. Manley,	1860	G. S. Storrs,	1858
C. E. McKay,	1861	C. H. Swasey,	1859
J. F. McGlensey,	"	B. P. Smith,	"
H. E. Mullan,	"	C. M. Schoonmaker,	"
Charles S. Norton,	1855	Thos. S. Spencer,	"
J. O'Kane,	1860	M. S. Stuyvesant,	1860
Philip Porcher,	1855	T. L. Swann,	"
R. L. Phythian,	1856	W. S. Schley,	"
T. K. Porter,	"	W. T. Sampson,	1861
G. H. Perkins,	"	A. T. Snell,	"
J. M. Pritchett,	1857	W. F. Stewart,	"
R. Prentiss,	1859	F. Steece,	"
S. D. Paddock,	1860	J. M. Todd,	1854
L. Phenix,	1861	E. Terry,	1857
H. F. Picking,	"	H. D. Todd,	"
J. W. Philip,	"	J. L. Tayloe,	1860
A. V. Reed,	1858	R. R. Wallace,	1856
G. C. Remey,	1859	B. Wilson,	1857
H. B. Robeson,	1860	G. B. White,	1858
E. G. Read,	"	W. C. Whittle,	"
C. W. Read,	"	G. C. Wiltse,	1859
G. P. Ryan,	1861	E. A. Walker,	1860
F. Rodgers,	"	W. Whitehead,	"
Thos. O. Selfridge,	1854	J. C. Watson,	"
J. M. Stribling,	"	A. D. Wharton,	"
M. Sicard,	1855	J. Weidman,	1861
G. S. Shyrock,	1856	A. R. Yates,	1853
H. B. Seely,	1857	Total, 131.	

RECAPITULATION.

Graduates who were not in the four years' course,	251
Graduates who were in the four years' course,	131
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Total of Graduates, from the organization of the Academy	
in 1845, to the present time,	382

VII.

OFFICERS OF THE NAVY TO WHOM THANKS, MEDALS, AND
SWORDS HAVE BEEN VOTED BY CONGRESS.

(Extracted from the Army and Navy Register for 1839, by Peter Force, Esq. Nearly all the Muster Rolls of the Navy, prior to 1818, having been burned in 1833, this is all the information that can now be accurately obtained in relation to the "War Service.")

Capture of the French Frigate *INSURGENTE*, by the United States' Frigate *CONSTELLATION*, February 1, 1799.

The thanks of the President of the United States, to Commodore Truxton, his officers and crew, for their good conduct and gallantry on this occasion, were communicated in a letter from the Secretary of the Navy to Commodore Truxton, dated 13th March, 1799, of which the following is an extract :

"The President desires me to communicate to you, his high approbation of the whole of your able and judicious conduct in the West Indies; and to present to you, and through you to the officers and crew of the *Constellation*, his thanks for the good conduct, exact discipline, and bravery, displayed in the action with, and capture of the French frigate *Insurgente*, on the 9th February. I must, however, add that he observes, and all the officers of the government, indeed all others I have heard speak on the subject, join in the observation, that this is nothing but what we expected from Truxton."

The officers in the fighting department who shared with Commodore Truxton the honor of this victory, were :

John Rodgers, lieutenant,	Bartholomew Clinch, lieutenant
William Cowper, "	marines,
Andrew Sterritt, "	Henry Vandyke, midshipman,
John Archer, "	John H. Dent, "
Ambrose Shirley, sailing master,	Phil. C. Wederstrandt, "

John M. Claggett, midshipman.
 J. M. McDonough, "
 David Porter, "
 Wm. Davis, "
 Joshua Herbert, "
 Arthur Sinclair, "
 Thomas Robinson, "
 Saml. B. Brooks, master's mate,
 Jos. S. Smith, "
 Daniel Gorman, "

*Officers of the CONSTELLATION in
 action with the French ship
 of war LA VENGEANCE, Feb-
 ruary 1, 1800.*

(See Resolution of Congress of March 29,
 1800.)

Thomas Truxton, captain,
 Andrew Sterritt, 1st lieutenant,
 Ambrose Shirley, 2d "
 Saml. B. Brooks, 3d "
 John H. Dent, 4th "
 Danl. Eldridge, master,
 B. Clinch, lieutenant marines,
 James Morgan, gunner,
 Abraham Long, boatswain,
 Pat. McDonald, carpenter,
 Robert Henley, midshipman,
 Phil. C. Wederstrandt, "
 Henry Vandyke, "
 Benjamin Yancy, "
 Samuel Angus, "
 Saml. Woodhouse, "
 John M. Claggett, "
 Robert Warren, "
 James T. Leonard, "
 Benj. F. Read, "
 Thomas Robinson, "
 James Jarvis, "
 Isaac Garrettson, purser,
 Isaac Henry, surgeon,
 John Murdaugh, surgeon's mate.

*Capture of the Tripolitan ship
 of war TRIPOLI, by the United
 States schooner ENTERPRISE,
 August 1, 1801.*

(See Resolution of Congress of February
 3, 1802.)

The following are all the names
 of the officers engaged in this
 action we have been able to ob-
 tain :

A. Sterritt, lieutenant command-
 ing,
 David Porter, lieutenant,
 R. H. Lawson, "
 E. S. Lane, lieutenant of ma-
 rines.

*Capture and destruction of a
 Tripolitan frigate (the PHIL-
 ADELPHIA), of forty-four guns,
 in the harbor of Tripoli, by
 the United States ketch IS-
 TREPID, February 16, 1804.*

(See Resolution of Congress of Novem-
 ber 27, 1804.)

Names of the officers, sea-
 men, and marines, who volun-
 teered their services on this oc-
 casion :

Stephen Decatur, commander,
 James Lawrence, lieutenant,
 Joseph Bainbridge, "
 Jonathan Thorn, "
 Lewis Heerman, surgeon,
 John Row, midshipman,
 Thos. Macdonough, midshipman,
 Ralph Izard, "

Alexander Laws, midshipman,
 Charles Morris, "
 John Davis, "
 Thomas A. Anderson, "
 William Willey, boatswain,
 William Hook, gunner,
 Geo. Crawford, quartermaster,
 George Brown, "
 John Newman, "
 Paul Frazier, "
 Jas. Metcalfe, boatswain's mate,
 Nicholas Brown, " "
 Edward Keller, master's mate,
 Saml. Endieott, quarter gunner,
 James Wilson, " "
 John Ford, " "
 Richard Doyles, " "
 Charles Berryman, seaman,
 Peter Murrell, "
 Edward Burk, "
 Richard Ormon, "
 Samuel Jackson, "
 James Pasgrove, "
 Joseph Goodwyn, "
 John Boyles, "
 Augustus C. Fluor, "
 Daniel Frazier, "
 William Graham, "
 Reuben James, "
 Robert Love, "
 John Williams, "
 Joseph Fairfield, "
 George Fridge, "
 James Robinson, "
 Matthew Yates, "
 William Duckett, "
 Andrew Espy, "
 William Trumbo, "
 Thomas James, "
 Joseph Normond, "
 George Murray, "
 Robert M. Knight, "
 William Dixon, "
 Joseph Parker, "

Henry Davenport, seaman,
 Michael Williams, "
 Joseph Boyd, S. steward,
 Dennis O'Bryan, ord'ry seaman,
 Jacob Kurgan, " "
 John Benton, ordinary seaman,
 William Rodgers, "
 Charles Robinson, "
 William Tripple, "
 John Joseph, "

Marines.

Solomon Wren, sergeant,
 Duncan Mansfield, corporal,
 Noble James, private,
 John Quinn, "
 Isaac Campfield, "
 Reuben O'Brian, "
 William Pepper, "
 J. Wolsfrandoff, "

Officers of the United States'
Squadron, under the command
of Commodore Edward Preble,
in the several attacks on the
City and Harbor of TRIPOLI,
in July, August, and September,
1804.

(Resolution of Congress of March 3, 1805.)

Stephen Decatur, Jr., captain of
 the frigate Congress,
 Charles Stewart, master and
 commander, brig Siren,
 Isaac Hull, master and command-
 er, brig Argus,
 John Smith, master and com-
 mander, brig Vixen,
 Isaac Chauncey, master and com-
 mander, frigate John Adams,
 John H. Dent, lieutenant command-
 ant, schooner Nautilus,
 Thomas Robinson, lieutenant com-
 mander, Schooner Enterprise,

Charles Gordon, lieutenant,
 Joseph Tarbell, "
 Samuel Elbert, "
 Charles Morris, "
 Hethcote I. Reed, "
 Daniel S. Dexter, "
 Edward Bennett, "
 John B. Nicholson, "
 James Lawrence, "
 Joseph Bainbridge, "
 J. Thorn, "
 Thomas McDonough, "
 Michael B. Carroll, "
 Joseph I. Maxwell, "
 William Burrows, "
 Robert T. Spence, "
 Sybrant Van Schaick, "
 John Trippe, "
 William M. Crane, "
 G. W. Reed, "
 Charles G. Ridgely, "
 Ralph Izard, "
 J. M. Haswell, "
 G. Marcellin, "
 Nathaniel Haraden, sailing mas-
 ter,
 Marmaduke Dove, master,
 Seth Carter, "
 Richard Butler, "
 Stephen Cassin, "
 James Wells, surgeon,
 Lewis Heerman, surgeon,
 Samuel R. Marshall, "
 M. T. Weems, "
 John W. Dorsey, "
 Larkin Griffin, "
 I. Graham, "
 G. R. Jacques, "
 N. Morris, purser,
 T. Winn, "
 John Darby, "
 Jas. Tootell, "
 J. Green, "
 P. Leonard, chaplain,

John Hall, captain of marines,
 Robert Greenleaf, lieutenant of
 marines,
 John Johnson, lieutenant of ma-
 rines.

*Officers, seamen, and marines,
 killed before TRIPOLI, with the
 names of the vessels to which
 they belonged.*

July 7—*Siren*.

William Williams, seaman.

August 3—*Nautilus*.

James Decatur, lieutenant.

August 7—*Siren*.

James R. Caldwell, lieutenant,
 John Spear, quartermaster,
 John S. Dorsey, midshipman,
 Wm. Davis, boatswain's mate,
 James Farrell, quarter gunner,
 John Robinson, seaman,
 John Holmes, "
 George Irving, "
 Jno. Meredith, sergeant marines,
 Nath'l Holmes, private "

August 17—*Vixen*.

John Brown, seaman,
 John Jones, "

August 28—*John Adams*.

Thos. Macdonough, seaman,
 Wm. Fountain, "
 John Bartlett, "

September 4—*Nautilus*.

Richard Somers, captain,
 James Simms, seaman,
 Thos. Tompline, "
 James Harris, "
 William Keith, "

September 4—*Constitution*.

Henry Wadsworth, lieutenant,
Joseph Israel, "
William Harrison, seaman,
Robert Clark, "
Hugh McCormick, "
Jacob Williams, "
Peter Penner, "
Isaac W. Downes, "
Total—30 killed.

*Officers of the CONSTITUTION in
action with the "GUERRIERE,"
August 19, 1812.*

(Resolution of Congress of January 29,
1813.)

Isaac Hull, captain,
Charles Morris, lieutenant,
Alex. S. Wadsworth, "
Beekman V. Hoffman, lieutenant
George C. Read, "
John T. Shubrick, "
Charles W. Morgan, "
John C. Alwyn, sailing master,
Wm. S. Bush, 1st lieutenant, marines,
John Contee, 2d "
Amos A. Evans, surgeon,
John D. Armstrong, surgeon's
mate,
Donaldson Yates, surgeon's
mate,
Thomas J. Chew, purser,
Ambrose L. Field, midshipman,
Henry Gilliam, "
Thomas Beatty, "
William D. Slater, "
Lewis German, "
William L. Gordon, "
Frederick Barry, "
Joseph Cross, "
Alexander Belches, "
William Taylor, "
Alexander Eskridge, "

James W. Delany, midshipman,
James Greenleaf, "
Allen Griffin, "
John Tayloe, "
Peter Adams, boatswain,
Robert Anderson, gunner.

*Officers of the UNITED STATES in
action with the "MACEDO-
NIAN," October 25, 1812.*

(Resolution of Congress of January 29,
1813.)

Stephen Decatur, commodore,
William H. Allen, lieutenant,
John Gallagher, "
John M. Funck, "
George C. Read, "
Walter Winter, "
John B. Nicolson, "
John D. Sloat, sailing master,
Samuel R. Trevitt, surgeon,
Samuel Vernon, surgeon's mate,
John B. Timberlake, purser,
John P. Zantzinger, midshipman,
John Stansbury, "
Joseph Cassin, "
Philip Voorhees, "
Richard Delphi, "
Dugom Taylor, "
Richard S. Heath, "
Edward F. Howell, "
Archibald Hamilton, "
John M'Caw, "
H. Z. W. Harrington, "
William Jamesson, "
Lewis Henchman, "
Benjamin S. William, "
Thomas Barry, gunner,

Marines.

William Anderson, lieutenant,
James L. Edwards, "

*Officers of the WASP in action
with the FROLIC, October 18,
1812.*

(Resolution of Congress of January 29,
1813.)

Jacob Jones, commander,
George W. Rodgers, lieutenant,
James Biddle, "
Benjamin Booth, "
Alexander Claxton, "
Henry B. Rapp, "
William Knight, sailing master,
Thomas Harris, surgeon,
George S. Wise, purser,
John M'Cloud, boatswain,
George Jackson, gunner,
George Van Clave, midshipman,
A. S. Ten Eick, "
Richard Brashears, "
John Holcomb, "
William J. M'Cluney, "
C. J. Baker, "
Charles Gaunt, "
Walter W. New, surgeon's mate.

*Officers at the capture of the
Detroit and Caledonia, Octo-
ber 8, 1812.*

(Resolution of Congress of January 29,
1813.)

Jesse D. Elliott, commander,
George Watts, sailing master,
Alexander Sisson, "
N. Towson, captain of artillery,
as captain of marines,
Isaac Roach, lieutenant of artil-
lery, as lieutenant of marines,
William Pressiman, ensign of in-
fantry, as lieutenant of ma-
rines.
J. C. Cumming, acting midship-
man,

*Officers of the CONSTITUTION in
action with the JAVA, Decem-
ber 29, 1812.*

(Resolution of Congress of March 3, 1813.)

William Bainbridge, captain,
George Parker, lieutenant,
Beckman V. Hoffman, "
John T. Shubrick, "
Charles W. Morgan, "
John C. Aylwin, sailing master,
John Nichols, "
John Carlton, chaplain,
William H. Freeman, lieutenant
of marines,
John Contee, 2d lieut. marines,
Amos A. Evans, surgeon,
John D. Armstrong, surgeon's
mate,
Donaldron Yeates, surg'n's mate,
Robert C. Ludlow, purser,
Henry Gillam, midshipman,
Thomas Beatly, "
Lewis German, "
William L. Gordon, "
Ambrose L. Fields, "
Frederick Baury, "
Joseph Cross, "
Alexander Belches, "
William Taylor, "
Alexander Eskridge, "
James W. Delany, "
James Greenleaf, "
William D. M'Carty, "
Z. M. Nixon, "
John A. Wish, "
Dulany Forrest, "
George Leverett, "
Henry Ward, "
John C. Long, "
John Packett, "
Richard Winter, "
Peter Adams, boatswain,
Ezekiel Darling, gunner,

John C. Cummings, acting midshipman.

Officers in the victory on LAKE ERIE, September 10, 1813.

(Resolution of Congress of January 6, 1814.)

LAWRENCE.

Oliver H. Perry, commanding,
John J. Yarnell, lieutenant,
Dulany Forrest, "
Samuel Hambleton, purser,
Samuel Horsley, surgeon,
William V. Taylor, sailing master,

Thomas Breeze, chaplain,
Ursher Parsons, acting surgeon,
Augus. Swartwout, midshipman,
Peleg K. Durham, "
Henry Laub, "
James Alex. Perry, "
John Fox, gunner,
Joseph Cheeves, boatswain,
John Brooks, lieutenant of marines,
James Tull, sergeant marines,
Wm. S. Johnson, " "

CALEDONIA.

Daniel Turner, lieutenant commandant,
James E. M'Donald, sailing master,
Thomas Rogers, boatswain,
Joseph Beckley, sergeant marines,
James Artis, sergeant marines.

SCORPION.

Stephen Champlin, sailing master,
John W. Wendell, midshipman,
John Clark, "
John Fifell, boatswain's mate,
Joseph Berry, corporal marines.

PORCUPINE.

George Senate, acting sailing master,
Cornelius Denicke, master's mate,
Daniel Armitage, boatswain's mate,
David Little, corporal marines,
J. Packet, lieutenant commandant,
Thos. Brownell, sailing master,
Gamaliel Darling, master's mate,
John White, boatswain's mate,
Robert Anderson, lieutenant of infantry, commanding marines.

SOMERS.

Thos. C. Almy, sailing master,
David C. Nichols, midshipman,
Clem. Shannon, boatswain's mate.

TRIPPE.

Thomas Holdup, (Thomas Holdup Stephens,) lieutenant commander,
James Bliss, midshipman,
Alexander M'Cullen, master's mate,
John Brown, boatswain's mate,
James Blair, lieutenant of infantry, commanding marines,
John Brown, corporal marines.

TIGRESS.

A. H. M. Conkling, lieutenant commander,
Alexand'r C. Stout, midshipman,
Hugh N. Page, "
Peter Brown, boatswain's mate,
Wm. Webster, corporal marines.

NIAGARA.

Jesse D. Elliott, captain,
 John J. Edwards, lieutenant,
 Joseph E. Smith, "
 Nelson Webster, sailing master,
 Daniel Dobbins, " "
 Robert R. Barton, surgeon,
 Humphrey Magrath, purser,
 J. B. Montgomery, midshipman,
 James L. Cummings, "
 Charles Smith, "
 S. W. Adams, "
 Robert S. Tatem, "
 Simeon Warn, "
 Edward Bridgeport, gunner,
 Peter Barry, boatswain,
 Geo. Stockton, captain marines,
 Henry B. Brevoort, captain in-
 fantry, commanding marines,
 John Heddleson, lieut. "
 Jonathan Curtis, serg't "
 Sanford A. Mason, " "

*Officers of the ENTERPRISE in ac-
 tion with the BOXER, Septem-
 ber 4, 1813.*

(Resolution of Congress, of January 6,
 1814.)

William Burrows, lieut. com-
 mandant,
 Edward R. McCall, first lieuten-
 ant,
 Thomas G. Tillinghast, second
 lieutenant,
 William Harper, sailing master,
 John H. Aulick, master's mate,
 Bailey Washington, surgeon,
 Edwin W. Turner, purser,
 Kervan Waters, midshipman,
 William F. Shields, "
 Vincent L. Sassier, "
 Richard O'Neal, "
 Horatio Ewart, gunner,
 John Ball, boatswain.

*Officers of the HORNET in action
 with the PEACOCK, February
 24, 1813.*

(Resolution of Congress, of January 11,
 1814.)

James Lawrence, master com-
 mandant,
 John T. Shubrick, lieutenant,
 Walter Stewart, "
 David Conner, "
 John T. Newton, acting lieuten-
 ant,
 John Earles, sailing master,
 Sylvester Bill, acting sailing
 master,
 Micajah Hawkes, surg'n's mate,
 Charles Cotton, acting surgeon,
 Benjamin Cooper, midshipman,
 French Forrest, "
 George Getz, "
 Ira Titus, "
 William Boerum, "
 Wm. E. McKenney, "
 Thomas A. Tippet, "
 Joseph Smoot, "

*Officers in the victory on LAKE
 CHAMPLAIN, September 11,
 1814.*

(Resolution of Congress, of October 20,
 1814.)

Thos. Macdonough, command-
 ing the squadron,
 Robert Henley, master com-
 mandant,
 Stephen Cassin, lieutenant com-
 mandant,
 Joseph Smith, lieutenant,
 John Stansbury, "
 Peter Gamble, "
 Francis Mitchell, "
 Silas Duncan, acting lieutenant,
 Wm. A. Spencer, " "

Horace F. Marcellin, sailing master,

E. A. F. Vallette, sailing master,

Samuel Kettletas, " "

Wm. M. Robins, " "

Joseph Lindsay, " "

Henry Few, " "

Philip Brum, " "

Dan'l S. Stellwagon, " "

Roger Carter, acting master,

John Hazleton, " "

Jarius Loomis, " "

Gustavus R. Brown, surgeon's mate,

William Caton, surgeon,

Charles T. Platt, midshipman,

John Kilburn, " "

Thomas A. Conover, " "

Daniel Hazard, " "

Hiram Paulding, " "

Frank Ellery, " "

Joel Abbot, " "

Joseph S. Cannon, " "

William Boden, " "

Lawrence Montgomery, " "

Samuel Thering, " "

Henry Tardy, " "

Samuel L. Breeze, " "

Walter N. Monteath, " "

James M. Freeman, " "

John H. Graham, " "

William Machesney, " "

Chas. L. Williamson, " "

James M. Baldwin, acting midshipman,

Joseph Barron, pilot,

Thomas Babcock, " "

Abraham Walters, " "

William Wright, " "

Officers of the PEACOCK (in action with the EPERVIER), April 29, 1814.

(Resolution of Congress of October 21, 1814.)

Lewis Warrington, captain,
John B. Nicolson, 1st lieutenant,
Samuel Henley, 2d " "

Philip F. Voorhees, 3d " "

John Percival, master,

Charles B. Hamilton, surgeon,

Herman Thorn, purser,

Hill Carter, midshipman,

Richardson N. Buck, " "

John M. Dale, " "

William T. Rogers, " "

Israel Israel, " "

Thomas Greaves, " "

Nehemiah Tilton, " "

William H. Jenkins, " "

Thomas Cadle, surgeon's mate,

Philip S. Meyer, master's mate,

Denison Baldwin, " "

Joseph Price, boatswain,

Robert Benson, gunner,

Daniel Cole, carpenter,

Charles Heyer, sail maker,

J. S. Townsend, captain's clerk.

Officers of the WASP (in action with the REINDEER), June 28, 1814.

(Resolution of Congress of November 2, 1814.)

Johnston Blakely, captain,

T. G. Tillinghast, lieutenant,

F. Barry, " "

J. Reilly, " "

J. E. Carr, sailing master,

William M. Clark, surgeon,

Lewis Fairchild, purser,

Joseph Martin, boatswain,

Thos. Rogerson, surgeon's mate.

David Geisinger, midshipman,	Charles P. Durby, midshipman,
Henry S. Langdon, "	Alex. W. Luffborough, "
W. B. Randolph, "	Pardon M. Whipple, "
H. S. Lovell, "	James F. Curtis, "
Frank Toscan, "	William Steele, "
Ashton Hall, "	Frederick Varnum, "
William House, "	William Taylor, "
Thomas Bonneville, "	Shubrel Pratt, "
William O. Barnes, sergeant of marines.	George Leverett, "
	John A. Wish, "
	Z. W. Nixon, "
	James W. Delany, "
	Alexander Eskridge, "
	Joseph Cross, "

The WASP captured the AVON
of 20 guns, on the 1st of Sep-
tember following.

*Officers of the CONSTITUTION (in
action with the CYANE and
LEVANT), February 20, 1815.*

(Resolution of Congress, February 22,
1816.)

Charles Stewart, captain,
Henry E. Ballard, lieutenant,
Wm. M. Hunter, "
Wm. B. Shubrick, "
B. V. Hoffman, "
Richard Winter, acting lieut.,
John Tayloe, " "
Samuel C. Hixon, sailing master,
John A. Kearney, surgeon,
Benj. Austin, surgeon's mate,
Artemas Johnson, " "
Robert Pottenger, purser,
Edmd. M. Russel, midshipman,
Horace B. Sawyer, "
James Taylor, "

*Officers of the HORNET (in ac-
tion with the PENGUIN), March
23, 1815.*

(Resolution of Congress, February 22,
1816.)

James Biddle, captain,
John T. Newton, lieutenant,
John T. Shubrick, "
David Conner, "
Isaac Mayo, "
Edward Runney, sailing master,
Benjamin M. Kissam, surgeon,
Sml. M. Kissam, surgeon's mate,
William P. Zantzinger, purser,
Adam Kuhn, midshipman,
William Boerum, "
William Skiddy, "
Samuel B. Phelps, "
Thomas A. Tippet, "
Joseph Smoot, "

NOTE BY THE AUTHOR.—The official reports of Commodore Preble's engagements in the harbor of Tripoli contain excellent commendations of Captain Chauncey—"Aug. 28. I cannot, in justice to Captain Chauncey, omit noticing the very able assistance I received from him on the quarter deck of the Constitution

during the whole of the action." "Sept. 3. I again acknowledge, with pleasure, the services of an able and active officer in Captain Chauncey, serving on the quarter deck of the Constitution." A very good sketch of the life of Commodore Chauncey has been published, recently, in the *New American Cyclopædia* of D. Appleton & Co., New York.—It is said that Commodore Paulding, who is now the commander at the Navy Yard in Brooklyn, was but seventeen years of age when he was in the action on Lake Champlain, yet, such was the want of officers, that he commanded a whole division of guns. He fired the guns with the flash of a pistol. Very many of the officers whose names are on the above list received prize money for their services in the successful engagements. The following are selected from the published accounts: Com. Perry \$7,140, Com. McDonough \$22,807, Com. Chauncey \$12,750, Capt. Jones \$3,750, J. D. Elliot, Master Commandant, \$7,140, Capt. George Stockton (army) \$2,295, Lieut. Stephen Cassin \$4,552.25, Lieut. Wm. A. Spencer \$2,012.75, Midshipmen Charles T. Platt, Thomas A. Conover, Hiram Paulding, Henry Tardy, and Samuel L. Breeze, each \$1,427.13. The curious student of history will find a full statement of the distribution of the prize money to the victors in these engagements, in the *American State Papers*, Vol. XIV., p. 564.

There are several interesting reports of geological and medical explorations, by the Rev. George Jones and Surgeon Daniel S. Green, in Commodore Perry's *Narrative of the Expedition to the China Seas and Japan*, in the years 1852, 1853 and 1854,—Vol. II. The *Observations on the Zodiacal Light* which form Volume III. of this work are also by the Rev. Mr. Jones.

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